



THE
CENTENARY
OF THE
ISLE OF MAN
STEAM PACKET
CO. LTD.

PRICE

1/-



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Robert Baldwin Fordyce Barr



Centenary
1830 - 1930

THE ISLE OF MAN STEAM PACKET CO. LIMITED
BOARD OF DIRECTORS
26th February, 1930



Reading from left to right—

- | | |
|--------------------------------------|-------------------------------------|
| 1. W. H. KITTO. | 5. J. B. WADDINGTON. |
| 2. G. FRED CLUCAS. | 6. E. GORDON THIN. |
| 3. W. H. DODD. | 7. A. H. TEARE. |
| 4. C. T. W. HUGHES-GAMES (CHAIRMAN). | 8. W. G. BARWELL (GENERAL MANAGER). |

PREFACE

A CENTENARY is an irresistible incitement to the writing of a history. The career of the Isle of Man Steam Packet Company, which has just completed a hundred years of existence, particularly deserves to be recorded. Claims for supremacy in point of age are sometimes made very airily, and they had better be refrained from altogether unless the facts are ascertainable and indisputable. But this much may be said, that the Isle of Man Steam Packet Company has traded uninterruptedly by steam alone for a century; that it has maintained its individual entity, has not been absorbed or amalgamated or reconstructed, but has experienced purely a natural and progressive expansion; and that on its "peak" days every year its steamers carry vastly more people than are carried on any other passenger service in the British Isles. Its beginnings form a romantic page in the annals of British shipping, for it was no common feat for a small community numbering only 40,000 successfully to oppose one of the most powerful mercantile concerns then in existence; and its development since its initial success has been phenomenal.

The "Historical Account of the Isle of Man Steam Packet Company, Limited," which was written in 1904 by the late Mr. A. W. Moore, Speaker of the House of Keys, and the Isle of Man's recognised historian—who was one of the Company's Directors—forms the basis of the present volume, both in substance and design, and has indeed been adopted almost bodily.

Other authorities which have been made use of are "The History of Steam Navigation," by John Kennedy, published in Liverpool in 1903; and the writings of the late Mr. T. E. Edwardes, a Liverpool journalist who specialised in nautical history, and who devoted to the service of this particular shipping company a glowing enthusiasm coupled with a great gift for research. Mr. Edwardes edited a magazine called "The Tourist," to which Mr. Moore had frequent recourse when writing the earlier volume, and later, a magazine called "The Manxman, or, The Three-Legged Magazine," which is drawn upon quite considerably in these pages. The compilation of the present volume, from the above-named and other sources, has been performed by Mr. Philip W. Caine. The valuable information, published for the first time, concerning the steamer "Victory," a precursor of the present Manx service of steamers, and the vessel which Sir John Ross subsequently employed for

one of his Polar expeditions, was unearthed while following a line of research suggested by Professor James Johnstone, of Liverpool University. Great assistance has been given, too, by Mr. William M. Corkill, formerly General Manager and Secretary to the Company, and various other past and present servants of the Company. The chapter describing the war services of the Company's steamers is mainly derived from a booklet published by the late Mr. C. J. Blackburn, the Company's Superintendent Engineer. The chapter showing the development of marine engineering, as illustrated in this Company's ships, is the work of Mr. J. B. Waddington, one of the present Directors, and Mr. J. R. Kelly, the present Superintendent Engineer.

DOUGLAS, ISLE OF MAN,
August, 1930.

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CHAPTER I

INTRODUCTORY

THE Isle of Man as a holiday resort, competing with an ever-increasing number of other resorts, may be thought to suffer a disadvantage in being accessible only by sea. It is true that the few hours' sail is not regarded as a disadvantage by all travellers; some of them find it one of the most attractive features of the holiday, and every year large numbers of contract tickets are issued to people who desire nothing better than simply to sail from one port to another and back. They may vary the route, but their enjoyment of the mere sensation of travelling by water never ceases; and many of them have given themselves this pleasure for twenty, thirty, and more years. Undoubtedly, however, there are many people to whom a sea journey is always a cause for apprehension, and under the circumstances it is a real achievement for the Isle of Man to have become one of the very foremost watering places in the British Isles. Over 60,000 passengers have been landed and embarked at its principal pier within twenty-four hours, and there is no excursion steamer traffic of anything like similar dimensions in Britain.

This important tourist business could not have been built up, nor could even the normal passenger and cargo requirements of a residential population of 50,000 persons have been supplied, unless a steamship company had existed which, to make the most modest claim, devoted the whole of its energy and intelligence to serving its particular community. Such a concern is the Isle of Man Steam Packet Company, Limited, which is in the present year, 1930, celebrating its centenary.

The formation of the Company, as is obvious, follows quite closely the first introduction of the steamship into British waters, and it will come as no surprise that the ground had been experimented upon before the local Company came into being. Henry Bell's "Comet," the first British steamship, was built on the Clyde in 1812, and three years later a vessel built by and named after Henry Bell called at Ramsey during a voyage from Greenock to Liverpool. A regular service was established in 1819 by the "Robert Bruce," the first passenger steamship that ever plied between Liverpool and Glasgow, though the Isle of Man was only a place of call, and though the service was maintained in the summer only. And it may be interesting at this point to make a preliminary survey of the means of external

transport which the Isle of Man enjoyed before the invention of the steamship.

Before 1767, any communication between the Isle of Man and the "adjacent islands" was by means of vessels sailing at irregular intervals, usually from Whitehaven or Liverpool. But in that year the English Government established a regular "packet" boat for the conveyance of passengers and mails between Whitehaven and Douglas. The "packet," which was usually a cutter, left Whitehaven ("wind and weather permitting") on Monday, and returned from Douglas on the following Thursday. The uncertainty of the passage by this and other vessels is illustrated by the fact that the mail-packet from Whitehaven having actually accomplished fifty-two voyages each way was mentioned, in 1813, as an extraordinary circumstance; and yet in that year also it was recorded that "the 'Duchess of Atholl,' Liverpool trader, which sailed from Douglas on Monday, October the 18th, with a great number of passengers, after being three days and nights at sea, and within sight of the North-west Buoy at Liverpool, was driven back to the Island and re-landed her passengers at Derbyhaven" (a). Again, in December, 1821, we are told that "the theme of everyone's regret is the extraordinary bad state of the weather, which after a period of six weeks admitted of only one communication by packet" (a).

Old letters also give occasional glimpses of the hardships endured during these lengthy voyages. In 1755, Vicar-General Wilks tells of a voyage when they had to return to Douglas after beating about for twenty-four hours, and finally, on starting again, he was put ashore at "Sunderland Sands" (in Morecambe Bay) after fifty-three hours' tossing. In August, 1773, the following humorous account of a passage to Whitehaven is given by the Rev. Philip Moore: "Sore sick and sadly sick we were, and, indeed, never worse in all my voyages that I remember, for you know how it was when we left you—a high wind aloft, with a very rugged and boisterous sea. But ten times worse all along shore, the wind coming down from the mountains in thundering tornadoes that laid our ship almost on her beam ends, and this till we got clear of the Manks land and Kirk Maughold Head. All this time Mr. Birkett and I were got into our cotts, swinging and banging about from side to side, with many a sore thump against the wainscot, cascading in concert, with grievous deep and hollow groans. Young Teare, Mollagh, all the while very assiduous with his mop and buckets to keep all sweet and clean

(a) *Manks Advertiser*.

about us, and well he was, for when near this coast and the sea running high, with a heavy roll of the ship, I was fairly unshipped and tumbled out of my cett, till our worthy Captain Ross came to my relief, and replaced me in my former berth, and clueing up the cott with a cord, made it take a shorter swing and play easier than before. At last, please God, we got safe ashore."

Under favourable circumstances, however, the passage between Douglas and Whitehaven, and vice versa, was accomplished in about six hours. In addition to the mail service, there were, in 1755, two regular trader sloops of about sixty tons burden, plying between Douglas and Liverpool. Cargoes were so small that it was not usually worth their while to make the passage out and home more than once a month. By 1793, however, traffic had enormously increased, and by 1805 we find, besides a number of occasional vessels, six regular traders, of about 400 tons burden, plying between these two ports and taking on an average a fortnight for the double journey. The best known of these traders were the "Duke of Atholl," the "Duchess of Atholl," the "Douglas," the "Earl of Surrey," and the "Union." The "Douglas" did the passage from Liverpool, on one occasion, in nine hours. There was also a trader between Douglas and Dublin, and, for a short time, between Peel and Ardglass.*

* In 1815 the "Regular Packets and Traders" were :—

DOUGLAS AND WHITEHAVEN :

The "Lady Elizabeth," Captain Crabb—Once weekly.

The "New Triton," Captain Beadon—" " "

DOUGLAS AND LIVERPOOL :

The "Duke of Atholl" (Sloop), Captain Morgan.

The "Duchess of Atholl" (Sloop), Captain Thompson.

The "Douglas" (Sloop), Captain Quayle.

The "William Leece" (Schooner), Captain Jones.

The "Friends" (Packet), Captain Towl.

DOUGLAS AND DUBLIN :

The "Earl of Surrey," Captain Greaves.

The "Earl of Lonsdale," Captain Cubbon.

According to *Gore's Directory* of 1832, there were two firms of Manx Shipbrokers in Liverpool, i.e., T. D. Moore and J. Christian (see page 66), who were agents for the "Douglas," the "Earl of Surrey," the "Edward," and the "Jessie and Phoenix," sailing to Douglas; and the "Emulous," "London," "Asenath," and "Caledonia," sailing to Ramsey; and Mark Quayle & Son (see page 66), who were agents for the "Holmes Paequets," belonging to Messrs. Holmes, the bankers, of Douglas, which were advertised to sail to Douglas "regularly once a week, with goods and passengers." Their vessels were called the "Eleanor," the "Mona Castle," and the "Henry Holmes." Quayle & Son were also agents for the "Lady of the Lake," the "Dasher," the "Royal Duke," and the "Catherine," sailing to Castletown; and the "Esther and Jane" and "Lord Glenlyon," sailing to Ramsey.

On the 16th of January, 1819, a terrible catastrophe happened to one of the sailing packets, the "Lord Hill," which was lost with the whole of her crew and passengers, twenty-nine in all, near the mouth of the Ribble.

Notwithstanding the advent of the steamers, sailing packets continued to carry the mails till 1825, and to do a large share of the passenger traffic, and practically the whole of the goods traffic, between Liverpool and the Island, till about 1834.

The first steamer was seen in Manx waters at the end of June, 1815. The occurrence is thus recorded in the *Liverpool Mercury* of the 30th June in that year :—

"On Wednesday last, at about noon, the public curiosity was considerably excited by the arrival of the first steamboat ever seen in our river. She came from the Clyde, and in her passage called at Ramsey, in the Isle of Man, which place she left early on the same morning. We believe she is intended to ply between this port and Runcorn, or even occasionally as far as Warrington. Her cabin will contain about one hundred passengers."

It will be seen that this description omits the name of the vessel, and Mr. John Kennedy, in his "History of Steam Navigation," describes it as "one of the most tantalising paragraphs ever printed." The vessel's journey was noted, however, by the *Manks Advertiser* of the same period, and it appears that she was the "Henry Bell," christened, as already stated, after Henry Bell, the builder of the "Comet." Another vessel of the same name, built in 1823, was to call at Manx ports, en route between Liverpool and Glasgow, a few years later. The next mention of a steamship in Manx waters is on the 7th of May, 1816, when "great curiosity was exhibited at Douglas by the arrival of the steam packet 'Greenock' on the passage to Liverpool." She sailed on a pleasure trip to Laxey, when she "moved by apparent enchantment." After the pleasure trip "this curiously constructed vessel proceeded to Liverpool."

It was in 1819 that the "Robert Bruce" first called regularly at the Isle of Man. She plied between Liverpool, Douglas, Port Patrick and Greenock. She arrived at Douglas on Wednesday to take passengers to Liverpool, and on Friday to take them to Port Patrick, provided the weather was favourable. Her average passage from Douglas to Liverpool was ten hours. A year later other vessels of the same Company, the "Superb," the "Majestic," and the "City of Glasgow" (300 tons and 106 horse-power) called at Douglas occasionally.

A "handbill" issued by James Little, of Greenock—a firm engaged in steamship traffic to and from the Isle of Man for the greater part of a century—gives an interesting picture of the "Majestic," with three fully-rigged masts, a long slender funnel and a paddle-box, well forward, bearing the Royal Arms. The same "handbill" states that the "Majestic," Captain Oman, and the "City of Glasgow," Captain Carlyle, sail from Greenock and Liverpool every Monday, Wednesday, and Friday, "calling off Port Patrick and at Douglas, Isle of Man, both in going and returning from Liverpool," and that "the passage between Greenock and Liverpool is generally made within twenty-five hours." These vessels were faster than the "Robert Bruce," and did the passage between Douglas and Liverpool in about nine hours.

The history of James Little & Co., with which of course we are only indirectly concerned, contains a story of the Duke of Atholl, then Governor-General of the Isle of Man, being deposited at Douglas in course of a journey made by the "Majestic" from Greenock to Liverpool. He had with him several carriages and a quantity of furniture, and some of the Liverpool passengers complained of the length of time during which they were detained at Douglas while these goods were being landed. The managers of the steamer not only expressed regret for the delay, but donated the amount of the freight charges which they had received from the Duke to the fund for the relief of the starving Irish (a).

We find the editor of the *Manks Advertiser* commenting at this time on the great advantage to the Island from the steam packets, owing to the "general and uninterrupted influx of numerous and respectable visitors, who have almost—and it were perhaps not saying too much—more than equalled the returns of an ordinary fishery"; and, he continues, "Our country has not been generally known to the respectable inhabitants of the opposite shores. Until of late, it has been considered as a barbarous coast, scarcely visited by any but the destitute adventurer or the base deserter from justice; by the dishonest debtor or the treacherous criminal; the smuggler, or the vagabond." Douglas, indeed, was then spoken of as a place "of gay society and pleasurable variety" (a).

In May, 1822, the steamer "St. George," of the "St. George Steam Packet Company," 27, Water Street, Liverpool—a company famous in steamship history, and a vessel which was one of the

(a) "The History of Steam Navigation," by John Kennedy.

wonders of its day—began to run in opposition to the “ Superb ” and the other vessels of James Little’s line already referred to. The “ St. George ” is described as “ so fine a vessel, so majestically beautiful in motion, so grand in her noble appearance, that she must afford additional gratifications to the gay concourse which are wont to crowd our Pier on the arrival of these beautiful aquatic accommodations ” (a). It must be remembered that the Red Pier was formerly Douglas’s fashionable promenade ; such care was taken of it that those wishing to go on it had first to remove the wooden pattens which were then very generally worn over shoes.

The “ St. George ” was, however, soon transferred to the Company’s Irish station, and her place was taken by the “ Sophia Jane,” the vessel which in 1831 made the first steam voyage between Great Britain and Australia.

Other rivals (b) now appeared on the scene, with the result that, as the *Manx Rising Sun* puts it, “ the unprecedented opposition in this useful navigation is attended with lower fares and more passengers.”

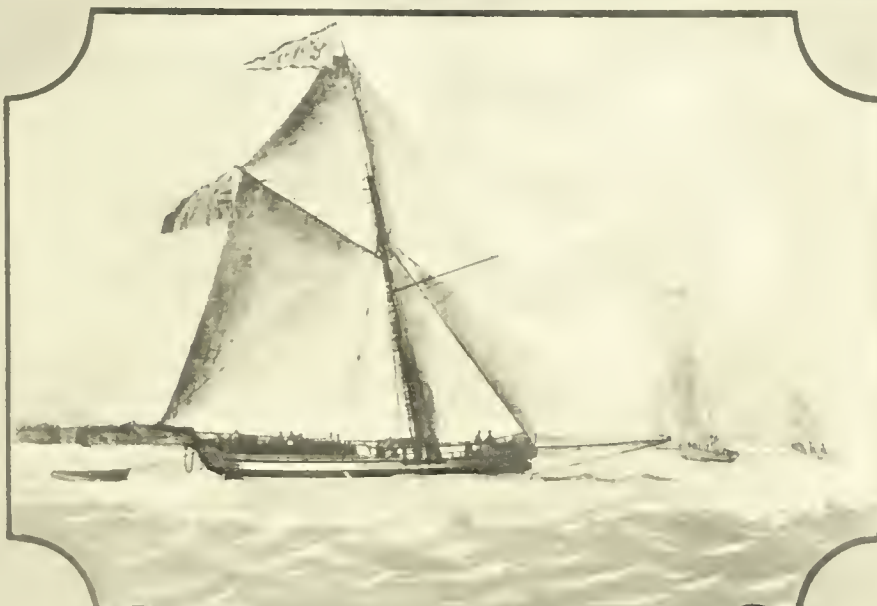
At last, in 1825, came a steamer, the tiny “ Triton,” of thirty tons, which ran throughout the year. She carried the mail between Whitehaven and Douglas, sailing once weekly each way. This vessel had previously been engaged in passenger traffic between Havre and Rouen (c). In 1828 the mail service was transferred to Liverpool, and the St. George Company was given the contract to carry it twice weekly in the summer and once weekly in the winter.

The year 1826 saw the first attempt to establish a service appropriated to the Douglas and Liverpool station exclusively, and financed by Manx capital. Mr. Mark Cosnahan, a Manxman resident, or partially resident, in Liverpool, procured a steamer called the “ Victory,” built that year, and after demonstrating her capabilities for two months offered her to the Manx public in shares of £50, with the added inducement that every holder of three shares and upwards was to be entitled to a passage gratis.

(a) *Manks Advertiser*.

(b) The “ James Watt,” the “ Henry Bell,” the “ William Huskisson,” and the “ Albion,” belonging to Liverpool companies ; and the “ Highland Chieftain,” the “ Glasgow,” and the “ Ailsa Craig,” belonging to Scottish companies. These vessels ran to the Clyde. There was also the “ St. Andrew,” which ran between Whitehaven, Douglas, and Dublin, and the “ George IV,” whose route was Liverpool, Douglas, and Warrenpoint.

(c) Kennedy’s “ History of Navigation.”



SAILING PACKET "DUCHESS OF ATHOLL"



COASTING STEAMER, ABOUT 1828

A meeting was called in Dixon's British Hotel, Douglas, on November 15th, 1826 (a), but the effort failed. The "Victory," with a consort called the "Harriet," continued to sail once a week in the winter, and every alternate day in the summer—that is, leaving Douglas one day, and Liverpool the next—until June, 1827. She was a vessel of 112 tons, with a 36 h.p. engine. Her subsequent career is of unusual interest, for in 1829 she was purchased by Sir John (then Captain) Ross for his expedition in search of the North-West Passage, and she was abandoned in Arctic waters two years later (b).

All went merrily enough during "the gay season when steamers ply and visitors throng our shores" (c), and fares were so low that they almost amounted to "a gratuitous invitation to take pleasure on the wave" (c). But winter told a different tale. The St. George Company alone remained, and it ran its slower and smaller boats (d), which are described as "shameful hulks, devoid of shelter or accommodation other than that of a small cavern aft, and what screen there might be on the lee side of a singularly tall funnel" (e). If this is a fair description of the craft which, "wind and weather permitting" (and often they did not permit), came once weekly to the Island for eight months in the year, it is not surprising to learn that there was profound dissatisfaction with such a state of affairs. Our illustration will give an idea of what these steamers were like.

(a) *Manx Sun* and *Manks Advertiser*.

(b) Information furnished by Professor James Johnstone, of Liverpool University.

(c) *Manks Advertiser*.

(d) The "Prince Llewellyn" and the "St. David," of 180 tons and 75 h.p.; the "Lady Abbess," the "Onward," and the "Orinoco."

(e) *Liverpool Daily Post*.

CHAPTER II

The Formation of the Isle of Man Steam Packet Company

THE winter service thus described at last proved too much for the patience of the Manx people. Though the population of the Island in 1767, when the mail service was first established, was 20,000, and in 1829, 40,000, the communication during the winter was but little better at the end than at the beginning of that period. The steamers were, of course, somewhat more reliable than the sailing vessels, but their accommodation was quite as miserable. Such was the general cause of the formation of the Isle of Man Steam Packet Company, but, according to the writer of a pamphlet entitled "Little Alice ; or, a Narrative of the Isle of Man Steam Packet Company," which was published in 1881, "Little Alice's" statement of her "sufferings on board one of these steamers was the immediate cause" of this event. "Two old gentlemen," she says, "called to learn the full particulars of my voyage. They questioned me very closely, and I answered them as minutely ; after which these two gentlemen went down to the Pier and related the circumstances to others. Great was the excitement caused thereby, and such was the indignation expressed that a meeting was immediately called in the Court-house, and a subscription resolved to be got up at once to send off to Glasgow, in order to have a steamer of our own built."

A meeting was certainly held, but in Dixon & Steele's sale rooms, which were on the site of the present Steam Packet stables, not at the Court-house ; and, since contemporary accounts make no reference to the good lady's sufferings as the main cause of the origin of the new Company, it is possible that, after an interval of fifty-two years, her memory could not be relied upon. This meeting, which took place on the 17th of December, 1829, was presided over by James Quirk, High-Bailiff of Douglas. No record of the speeches has been preserved, but the following were appointed a committee "with instructions to ascertain the probable cost of a steam packet" : Edward Gawne (of Kentraugh), G. Geneste, W. Wood (ship-builder, Glasgow), W. Duff, James Moore (of Cronkbourne), James Cain, William Steele, J. Wulff (banker), Edward Forbes (banker), Captain Banks (of Howstrake, or Balnahow, as it was then usually called), Dr. Garrett, L. Crebbin, W. Quiggin, and

W. Hinds. The sum of £4,500 was subscribed in the room. The committee at once set to work to ask for tenders. They wrote to Sir John Tobin (*a*), General Goldie, and others, asking them to subscribe, and they sent a deputation to Lord Strathallan, who during the summer lived in the then new terrace named after him, to thank him for endeavouring to procure the mail contract for the new Company. It was decided that the steamer should be called the "Mona's Isle," a minority having been in favour of the name "Princess Victoria."

It is proposed to survey the history of the Company under the following headings :—

- (1) ITS STEAMERS.
- (2) ITS TYPES OF ENGINES.
- (3) ITS OPPONENTS.
- (4) ITS PERSONNEL AND BUILDINGS.
- (5) ITS TRAFFIC, FINANCE, ETC.

A special chapter will be devoted to the experiences of the Company and its vessels during the great World War of 1914-1918.

It should be mentioned that it was not till July, 1832, that it was known by its present title of "THE ISLE OF MAN STEAM PACKET COMPANY." Prior to January of that year it was called "The Mona's Isle Company," and then, for six months, "The Isle of Man United Steam Packet Company."

(*a*) See "Manx Worthies" (A. W. Moore), page 164.

CHAPTER III

The Company's Steamers

THE contract for building the Company's first steamer was obtained by John Wood, of Glasgow, and for constructing her engines by Robert Napier, of the same city. This steamer was launched on the 30th of June, 1830, being named, as already stated, the "Mona's Isle," and she arrived in Douglas on the 14th of August. Her first trip was to the Menai Bridge, with her owners, on the following day. The insular newspapers waxed enthusiastic over her perfections, describing her as being "as beautiful a vessel as ever appeared in this port," and declaring that "her accommodations are, if possible, more than equal to her appearance" (a). A Greenock newspaper is much more moderate in its remarks, merely referring to her "as a superior steam vessel propelled by two engines of superior power." Though small (b), the "Mona's Isle" was fast for her day; she did the passage between Liverpool and Douglas in about eight hours on an average. Robert Napier, the maker of her engines, stated in after years that he was largely indebted for his prosperity and reputation to the name made for him by the "Mona's Isle." Our illustration shows her with her paddle-boxes forward, instead of amidships, with a very thin and lofty funnel, with curious square port-holes, and a square stern.

The way bill of the first trip made by the "Mona's Isle" shows that she carried fifteen saloon and seventeen steerage passengers, and that each of them was required to book his passage and have his berth allotted him. The time made on that trip is not recorded, but the second voyage was done in eight hours and twenty minutes. She cost £7,052, and was sold twenty-one years later for £580.

The claim of the Cunard Company, by the way, to be the first Company that had the red funnel with the black top on its steamers, cannot be substantiated. This distinction, we believe, may be justly claimed by the Manx Company.

The great popularity of the "Mona's Isle" is shown by the fact that jugs, of what is called "Liverpool transfer" ware, were made, bearing a likeness of her, with the legend, "Success to the Mona's Isle." We give an illustration of one of these jugs, and of her bell, which is now exhibited (by permission of the Company) in the Manx Museum.

(a) *Manks Advertiser*.

(b) The dimensions, etc., of the steamers will be found in Appendix C.

The Company had not long been in possession of the "Mona's Isle" when its Directors came to the conclusion that she was too large and valuable to risk on the winter service! To relieve her, therefore, they ordered a smaller boat from the same builder. This vessel, called the "Mona," arrived in the Island in July, 1832, and prior to taking up the Liverpool station in October, she was employed in running to Whitehaven and in trips round the Island. She was slightly faster than the "Mona's Isle," or, as the *Advertiser* grandiloquently puts it, "her motions are, if possible, superior in celerity." She did the passage between Liverpool and Douglas in about seven and a half hours, and, on one occasion, she went from Douglas to Whitehaven in four hours and thirty-five minutes, "a feat which," says the same authority, "distances by far all the accounts we have met with, of extreme celerity of motion over the waves."

The next new steamer, the "Queen of the Isle," was ordered from the same builders and engineers as were responsible for her predecessors. The *Glasgow Herald*, shortly after the date of her launch (a), stated that she had "by competent judges, been pronounced one of the finest specimens of naval architecture that has ever floated," and that it was "confidently expected that, when completed, she will be unrivalled in speed and comfort." The prophecy as to the speed of the "Queen of the Isle" came true, it being generally admitted, after she had defeated the "Richmond," a Government Packet, which had beaten all the Liverpool steamers, that she was the fastest vessel of her time.

In 1841, the "Mona" was disposed of to a Liverpool firm, who sold her to the City of Dublin Company. After running for a time in their ordinary service, she was turned into a tug, and traded in Dublin Bay, where she ended her days. The picture given shows her as she was after she became a tug.

In the same year, the Directors ordered a steamer to be built by John Winram, of Douglas, whose shipbuilding yard is now covered by "Bath Place." Her engines were supplied by Robert Napier. She was named the "King Orry," and proved an excellent sea-boat. The average duration of her passage between Liverpool and Douglas was about seven hours, and her fastest run six hours and twenty minutes. She was taken over by Napier in 1858, in part payment for the "Douglas" (I), and later traded successfully in the Eastern Mediterranean. After about ten years' service, the "Queen of the Isle" was sold. She was turned into a full-rigged sailing ship, and is said to have been lost off the

(a) The 3rd of May, 1834.



"MONA'S ISLE" I. AFTER THE PAINTING BY WALTERS
IN THE POSSESSION OF THE COMPANY.



BELL OF
"MONA'S ISLE" I.



WARE JUG WITH PICTURE
OF "MONA'S ISLE" I.

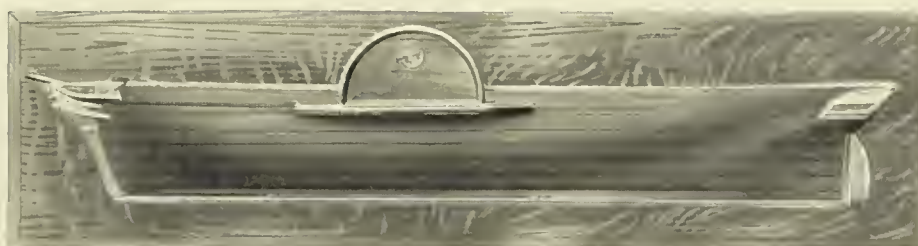
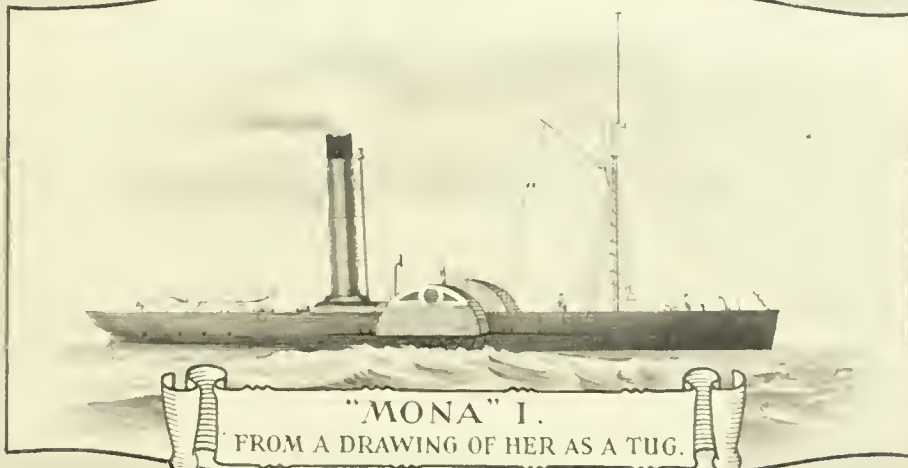
Falkland Islands. Her engines were transferred to a new steamer, the "Ben-my-Chree," which being translated means "Woman of my Heart." She was the first of the Company's steamers to be built of iron. Nearly seventy years later she was reported to be lying a hulk at Bonny River, West Africa.

In 1845 the Company, to cope with the largely increasing traffic, ordered a steamer, the "Tynwald" (I), which was nearly double the size of any of her predecessors, as is very clearly shown by the picture given of her. Her figure head, a full-length, represented a Manx Scandinavian king in armour. She had three masts, and a funnel abaft the paddle-boxes. Both she and the "Ben-my-Chree" appear in the very interesting picture of Queen Victoria's visit to Douglas Bay in 1847, reproduced in this volume, which also shows the Royal yacht, with her attendants, the "Garland," "Fairy," and "Undine," and Kemp & Co.'s Fleetwood steamer, the "Fenella." She was built by the Company's "proved friend," Robert Napier, and enjoyed the local reputation of being "as sure as a mountain goat."

The boilers of the old "Mona's Isle" were now worn out, so that the Directors, who had failed to dispose of her, though she had been advertised for sale since 1837, accepted Napier's offer to supply her with new ones for £500. She was thus enabled to continue in the service till 1851.

The "Mona's Queen" (I), which took her place, was a rather smaller boat than the "Tynwald," but somewhat faster. She appears in the foreground of the fine picture painted by Walters in 1854; next to her is the "Tynwald" (I), then the "Ben-my-Chree" (I), with the "King Orry" (I) in the harbour.

The passenger traffic continued to increase, and the Directors decided that a larger and faster steamer was required. This resulted in the building of the famous "Douglas" (I), the first steamer which had a straight stem, instead of the picturesque fiddle bow and figure head of her predecessors. In other respects, too, she was a great contrast to them, being long and rather narrow, instead of short and broad. She is stated to have done seventeen and a quarter knots per hour on her trial trip. Her quickest passage between Liverpool and Douglas is said to have been four hours and twenty minutes, and she was reputed to be the fastest steamer then afloat. It may be mentioned that in her cabin were views of Peel Castle and Cathedral, of Bishop's Court, of the Cathedral at Iona, of Kirk Braddan, of the town and bay of Douglas, of Castletown, Ramsey, Liverpool, etc., and that an enthusiastic account of her appearance in the *Manx Sun*



culminates in the remark that "altogether the *coup d'œil* presented by the cabin is superb." After four years' service she was sold, nominally to Cunard, Wilson & Co., but really to Fraser, Trenholm & Co., the Confederate Agents, for the purpose of running the blockade during the Civil War in America. Painted grey, and re-christened the "Margaret and Jessie," she had a most successful career, till it came to an end in the manner described as follows by the *Nassau Guardian* (a) (Bahamas):—

"We have to record this evening another unjustifiable outrage committed by a Federal gunboat within the prescribed limits of our shores. On Saturday last the 'Margaret and Jessie,' Captain Wilson, from Charleston for this port, was fallen in with by the Federal steamer 'Rhode Island,' off Abaco, and chased till she arrived close to the shore off Jennes Point, Eleuthera. There would be no legal cause of complaint had the pursuit and firing ceased as soon as the 'Margaret and Jessie' approached within the distance of three miles from the land; but as she neared the coast, and was only 250 yards off—that is, between the reef and the land—the gunboat, which was not more than from a quarter to half a mile distant, commenced pouring in broadside after broadside, varying the performance with shot, grape and shell—not only to the imminent danger of all on board (and there were ladies among the passengers), but to the serious alarm of the inhabitants of the island, who suddenly found themselves subjected to a sharp and decisive bombardment. The missiles fired from the 'Rhode Island' ploughed up the earth in various directions, and came in close proximity to, if not actually passing through, dwellings, and drove people to seek refuge between rocks and other projections. This was kept up for miles, and at length the 'Margaret and Jessie' received a shot through her boiler and another through her bows, which forced her to take the beach, then only fifty yards distant" (b).

Some days later she got off the beach, and arrived at Nassau. She does not seem to have been again employed as a blockade runner, and it is not known what became of her; but her engines were lying rusting on the beach at Nassau (as shown in the accompanying illustration) in July of 1926.

Next came one of the most remarkable and probably one of the most profitable vessels ever owned by the Company, the "Ellan Vannin," then known as the "Mona's Isle" (II). Though more than seventy feet longer than the "Queen of the Isle," she had a slightly smaller tonnage. She was lost in the Mersey

(a) Of June 3rd, 1863.

(b) Quoted in the *Manx Sun*, July 4th, 1863.



ENGINES OF "DOUGLAS" I ON THE BEACH AT NASSAU. IN 1926.

with the entire crew and passengers, during a terrific gale in December, 1909—the only disaster in the Company's history (apart from the years of the war) which was attended by loss of life. The crew numbered twenty-one, under Captain James Teare, and the passengers fourteen.

Of the steamers which followed between 1863 and 1876 it need only be said that they bore the familiar names of "Snaefell," "Tynwald," "King Orry," and "Ben-my-Chree"; that they had greater speed and size than their predecessors; and that they afforded greater and more comfortable accommodation to their passengers. They were all successful boats, especially the first, "Snaefell," which accomplished the passage to Liverpool in four hours and twenty-one minutes. She was sold to the Royal Netherlands Steam Ship Company, to run between Queenborough and Flushing, and so pleased was this Company with her that they also chartered her successor of the same name.

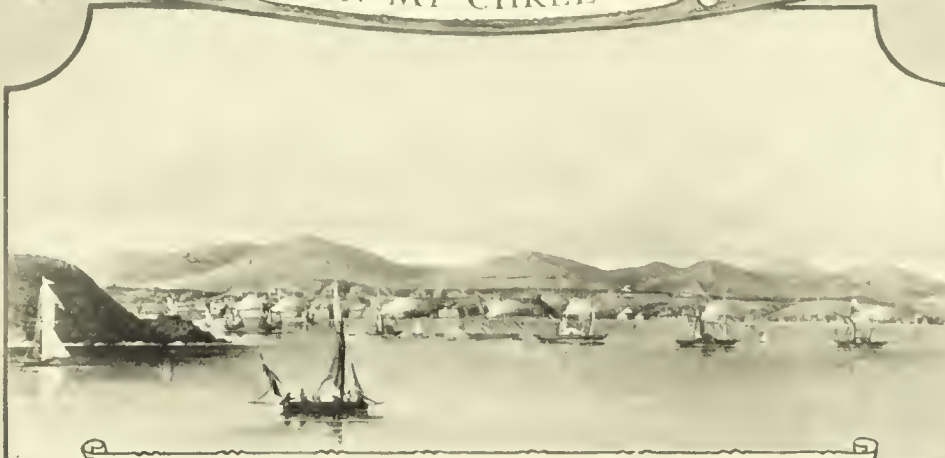
In 1878 there was an important new departure. Till that year the Company had only paddle steamers, but they then put a single-screw vessel, the "Mona" (II), on the station. She was followed by the twin-screws "Fenella" and "Peveril" (I). These vessels all proved themselves admirably adapted for the winter service, and were worked at a much less cost than the paddle steamers. The "Fenella" had a record for usefulness perhaps only second to that of the "Ellan Vannin," but the "Mona" and the "Peveril" were unfortunate. The former was run into and sunk when lying at anchor off the Mersey in a fog, and the "Peveril" was sunk off Douglas as the result of a collision. The "Fenella" was disposed of in 1929, after a service of 48 years. She was accompanied into retirement by the Company's last surviving paddle steamer, the "Mona's Queen" (II), which is alluded to in the next paragraph.

The Company then returned to paddles, and made a notable advance by placing the very fine steamer "Mona's Isle" (III) on the station. She was followed by the equally fine "Mona's Queen." Not only were these vessels some three-quarters of an hour faster than any of their predecessors—the "Mona's Isle" accomplished the passage between Liverpool and Douglas in three hours and thirty-five minutes—but they were much larger, and had much more luxurious accommodation for passengers. In 1888, the steamers "Queen Victoria" and "Prince of Wales" were added to the fleet (a). Then came the "Tynwald" (III) and the "Empress Queen." The "Tynwald" is a twin-screw

(a) See page 64.



"BEN-MY-CHREE" I.



VISIT OF QUEEN VICTORIA TO DOUGLAS BAY, AUGUST 1847.



"TYNWALD" I.

steamer, and has for many years been one of the Company's most useful vessels of the smaller type. The "Empress Queen" was claimed to be the largest and swiftest paddle steamer of her day. She was lost off the Isle of Wight in 1916, while engaged in transport work during the Great War.

The opening years of the twentieth century saw the purchase of the "Dora," a single-screw steamer, from the London and South Western Railway Co., and of the "Calais-Douvres," a vessel taken from a defunct opposition company, Liverpool and Douglas Steamers, Ltd., a summary of whose history will be found in another chapter. These two vessels were re-christened "Douglas" (III) and "Mona" (III). The "Mona" was parted with in 1909, but the "Douglas" was retained until she was sunk by collision in the Mersey, happily without loss of life, in 1923.

The first turbine steamer was the "Viking," built in 1905 by Armstrong, Whitworth & Co., of Newcastle. She has attained a speed of 24 knots, and has accommodation for about 2,000 passengers. She was purchased by the Admiralty during the war, but was re-purchased by the Company two or three years later. At the Company's annual meeting in 1908, it was claimed by the Chairman, the late Mr. D. Maitland, that "there was not a turbine passenger steamer afloat, big or little, that could pass the 'Viking' between Liverpool and Douglas."

The year 1908 saw the construction of a second turbine steamer, the "Ben-my-Chree" (III), built at Vickers' yard in Barrow. She was 389 feet long, developed 14,000 horse-power, and had accommodation for 2,550 passengers. She was, in fact, the largest and swiftest steamer in the Company's history, and earned the description of "the fastest and most luxuriously appointed channel steamer afloat." The loss of this ship by enemy gunfire occasioned real grief among Manx folk, who had a patriotic pride in her achievements.

Next, in 1910, came the "Snaefell" (III), built by Cammell Laird & Co., of Birkenhead, which became one of the most popular of the Company's winter boats; and "The Ramsey" (destroyed in the Great War) and the "Peel Castle" were bought in 1912. These vessels, formerly named the "Duke of Lancaster" and "Duke of York," had been sold by the Lancashire and Yorkshire Railway to an organisation called the Turkish Patriotic Committee, who completely renovated their engines and boilers, but the outbreak of the Italo-Turkish war prevented their purchasers from obtaining delivery, and they were re-sold and came into the hands of this Company.



"KING ORRY" I (in Harbour)
 "MONA'S QUEEN" I.
 "TYNWALD" I.
 "BEN-MY-CHREE" I.



"DOUGLAS" I.



"MONA'S ISLE" II.
 Altered & renamed "ELLAN VANNIN" (Twin Screw)

The last steamer to be built before the Great War was the "King Orry" (III), also the product of Cammell Laird's. She was the first vessel sailing from Liverpool to be fitted with geared turbines, and is among the most popular vessels in the Company's fleet. She has a length of 313 feet, a speed of about 21 knots, and a passenger-carrying capacity of about 1,600.

The year 1904 saw the disappearance of the "Snaefell" (II), and in 1906 the "Ben-my-Chree" (II) was broken up. This is the vessel which for many years was conspicuous among all the Company's steamers, by reason of her being fitted with four funnels. She was originally built with two, and the addition was made during an extensive reconstruction which was found necessary early in her career.

The urgent necessity for a renewal of the Company's fleet made it impossible to undertake new construction for a considerable time after the war. They were obliged to resort to purchase so as to supply the demand for tonnage in the least possible time, and in pursuance of this policy the "Mona" (IV) (formerly "Hazel"), "Mona's Isle" (IV) (formerly "Onward"), "Snaefell" (IV) (formerly "Viper"), "Manxman" and "Manx Maid" (formerly "Caesarea") were bought from the Admiralty or other shipping companies. The "Manxman" was purchased from the Admiralty, but had formerly belonged to the Midland Railway Company. An important step was taken in 1921, when the "Manxman" was altered so as to enable her to consume oil fuel. This policy was repeated in 1923, when the "Manx Maid" was purchased and re-conditioned for Manx traffic, and passenger vessels subsequently built by the Company have also been designed for oil fuel.

Another fine vessel is the "Ben-my-Chree" (IV), built in 1927 at Cammell Laird's yard in Birkenhead. She is 366 feet long, has an average speed of $22\frac{1}{2}$ knots, and is capable of accommodating nearly 2,600 passengers. An interesting feature of her construction from a technical point of view was a cellular double bottom extending forward and aft of the boiler spaces. Passengers would probably feel a greater interest, however, in the adjustable windows which cover the side of her promenade decks, affording a perfect protection against storm and rain, and the positive luxuriousness of her upholstery and appointments.

In 1928 the Company took over the service between Heysham and Douglas, which had been established in 1903 (as the successor to the service from Barrow founded in 1867), and was latterly



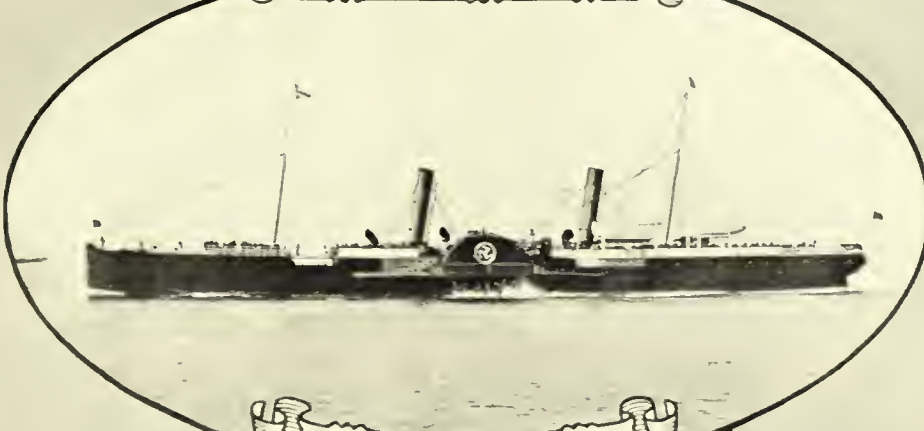
conducted by the London Midland and Scottish Railway (a). For that purpose they acquired the two vessels then on the service, the "Duke of Cornwall" and "Antrim" (re-christened "Rushen Castle" and "Ramsey Town"), and also purchased from the Southern Railway Company a steamer then and still called the "Victoria." In 1929 a new cargo vessel, the "Peveril" (II), was built at Cammell Laird's, and the centenary year has witnessed the construction of the "Lady of Mann," a large passenger steamer which embodies the most modern ideas in construction and accommodation. She has a passenger capacity considerably exceeding that of the "Ben-my-Chree," having a Board of Trade certificate for 2,873. Her after-rudder is of the Oertz type, which has recently been exemplified in the great Atlantic crack liner "Bremen," belonging to the Norddeutscher Lloyd Line, which at the time of publication holds the world's record for swift journeys between Southampton and New York. An account of the launch of the "Lady of Mann" is contained in Appendix B.

The Company's steamers now number seventeen, of which three, the "Tyrconnel," "Cushag," and "Peveril," are used solely for the transport of cargo.

(a) It was inaugurated by the Midland Railway, and carried on by them until the grouping of the railway companies after the war.



"TYNWALD" II.



"KING ORRY" II.



"BEN-MY-CHREE" II.
BEFORE SHE WAS RE-BOILERED
AND HAD FOUR FUNNELS.





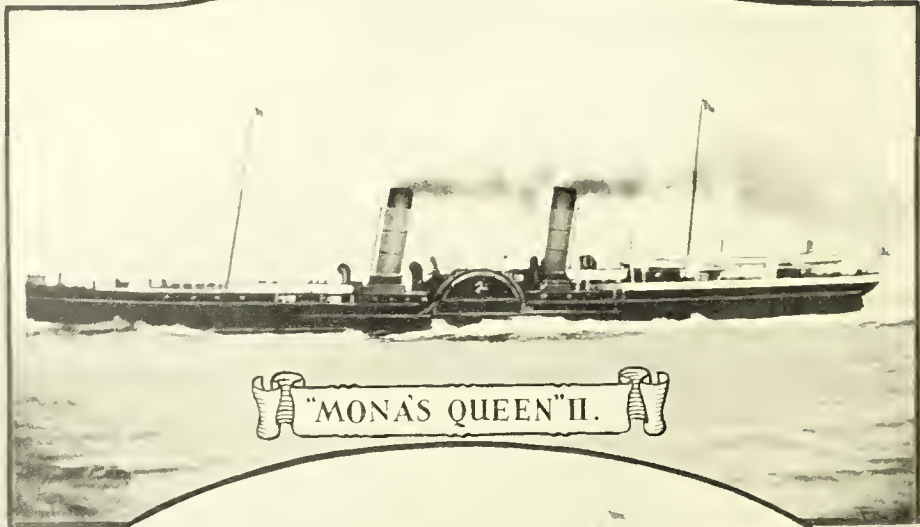
"FENELLA"



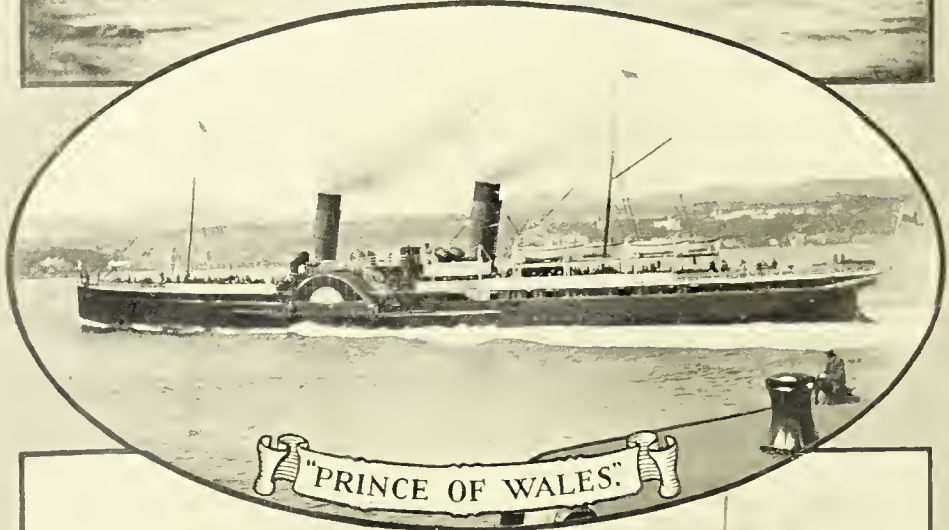
"MONA'S ISLE" III.



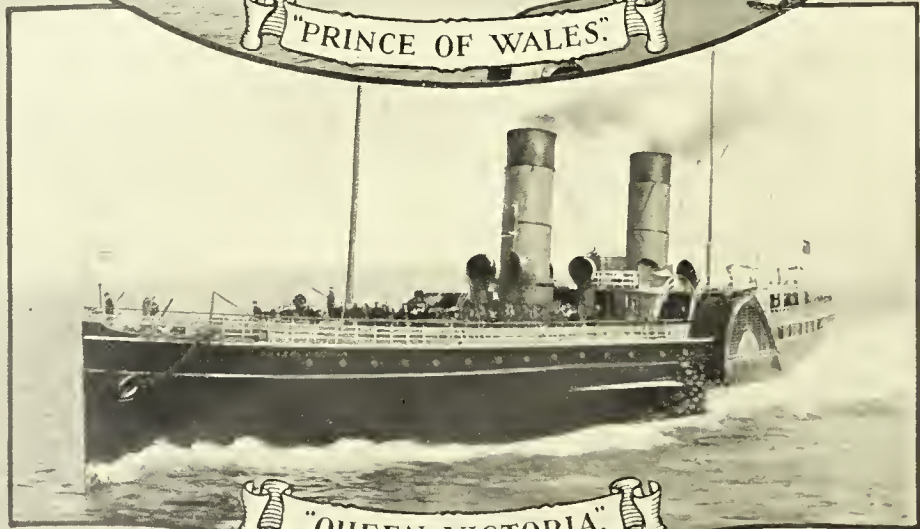
"PEVERIL" I.



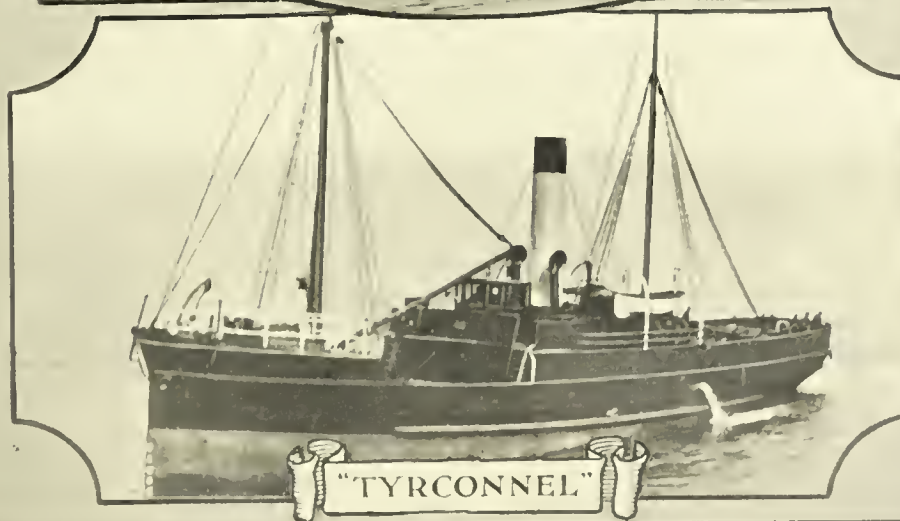
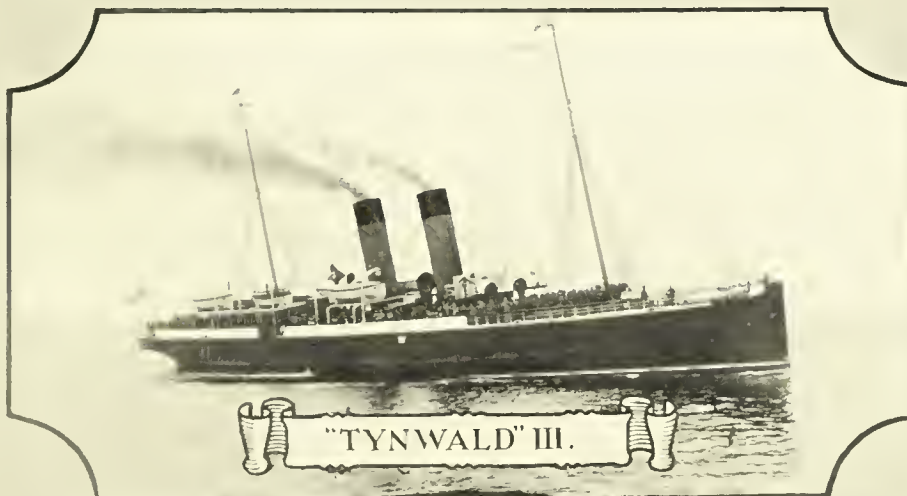
"MONA'S QUEEN" II.

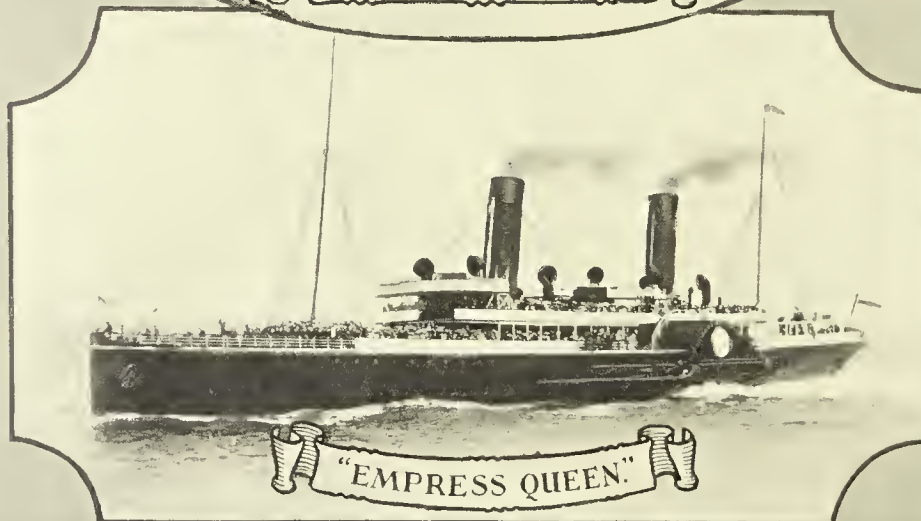
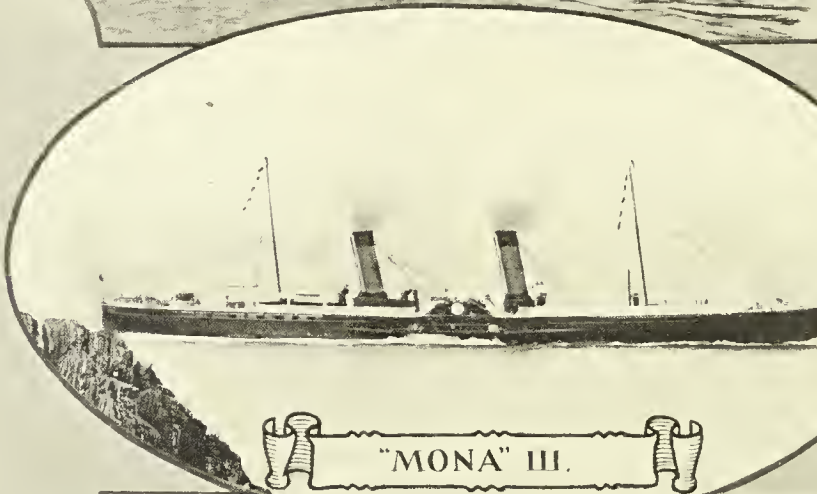
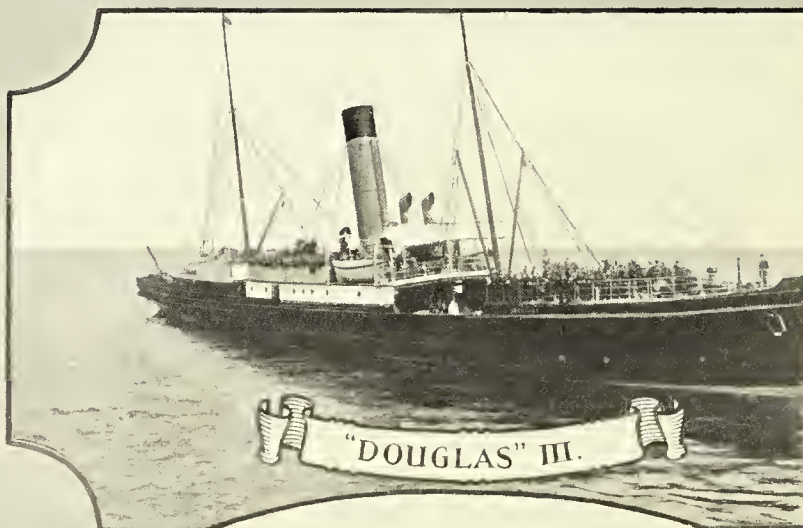


"PRINCE OF WALES."



"QUEEN VICTORIA."









"PEEL CASTLE."



"KING ORRY" III.



"MONA" IV.



"MANXMAN."



"MONA'S ISLE" IV.



"SNAEFELL" IV.







"RUSHEN CASTLE"



"PEVERIL" II.



"KING ORRY" III, AT THE SURRENDER
OF THE GERMAN FLEET, Nov. 21st 1918.

AFTER THE PAINTING BY BURGESS IN THE POSSESSION OF THE COMPANY.



"LADY OF MANN"

CHAPTER IV

Types of Engines

NOTE.—For dimensions of the various vessels owned by the Company see Appendix C.

NO apology is needed for devoting a chapter in this work to the machinery used in the steamers owned by the Isle of Man Steam Packet Company, Limited.

Justice cannot be done to this subject in the small space allotted to it, but it is endeavoured, in the following chapter, to give a brief summary of the changes and developments which have taken place with regard to the types of machinery employed, and the dates of their adoption by this Company, during the century just completed.

The history of steamship development for cross-channel purposes from the time when steam was first successfully used as the power unit for ships, to the present day, is faithfully and notably recorded in the different steamships owned by the Isle of Man Steam Packet Company during the last hundred years.

In the year 1814 there were only five steamers in Great Britain regularly at work in British waters.

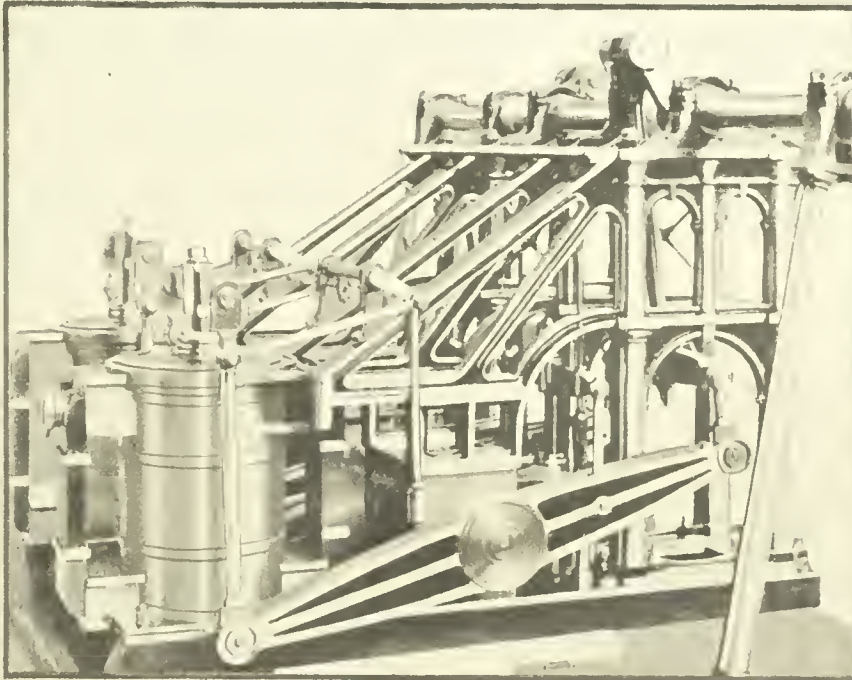
The first steamer ordered by the Isle of Man Steam Packet Company was launched in June, 1830. This was a paddle steamer named the "Mona's Isle," gross tonnage 200, and boiler steam pressure 15 lbs. per square inch. The engines of this vessel, designed by Robert Napier, of Glasgow, were of the type known as the side-lever engine, and this was one of the earliest models.

The advantage of high steam pressures and compounding, i.e., "carrying the expansion of steam from one cylinder to another," was unknown at this time.

If the reader will refer to the illustration of this engine on page 47, the first impression given is that the designer had not only tried to make a good engine, but had used with success considerable artistic skill in decorative design in order to make the engine not only capable, but attractive in appearance.

The "Mona's Isle" was probably the most efficient steamship sailing for several years, and the side-lever engine became the most popular type for marine purposes. It was, in fact, adopted for use in ocean-going vessels until the year 1850.

A number of good and useful steamers were added to the fleet between the years 1830 to 1881, including the paddle steamer "Ben-my-Chree" (I) built by Robert Napier in the year 1845—



TYPE OF ENGINES OF
"MONA'S ISLE" I

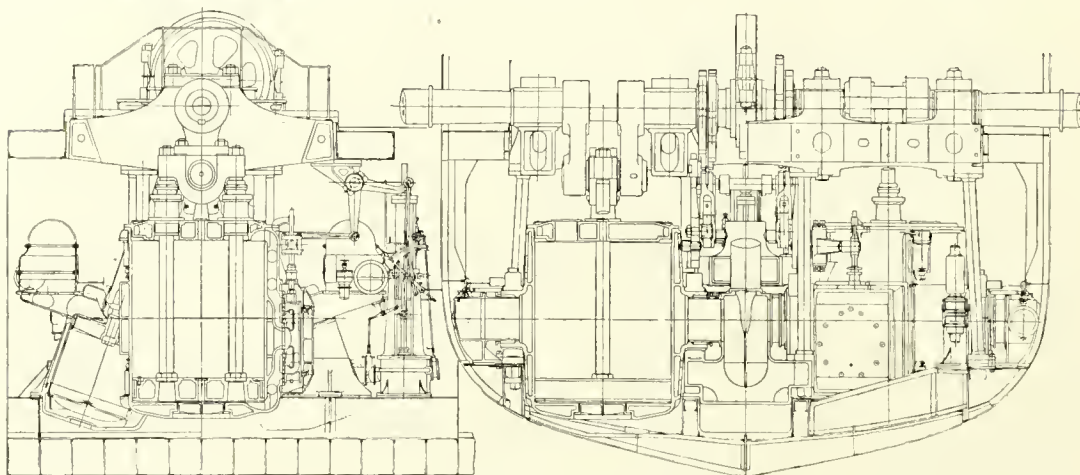
the first iron steamer built for this Company. Her gross tonnage was 399, and her boiler pressure 20 lbs. per square inch.

The paddle steamer "Mona's Isle" (II), built by Messrs. Tod & Macgregor, of Glasgow, in 1860, was the first of the Company's steamers to be fitted with oscillating engines. This type possessed a number of advantages over the side-lever engine, as it took up much less space and had fewer working parts, the chief feature being that the connecting rod was dispensed with, the upper end of the piston rod being supplied with an ordinary connecting rod crank pin end, so as to work directly on the crank pin. The cylinder was placed vertically under the crank-shaft and was carried on two trunnions near the middle of its length, so that it could freely sway to and fro through a small arc, and thus permit the piston rod to follow the movements of the crank (see page 48). This vessel ran successfully

as a paddle steamer up to 1883, when she was converted from paddle to twin-screw by Messrs. Westray Copeland and Co., of Barrow-in-Furness, and re named "Ellan Vannin."

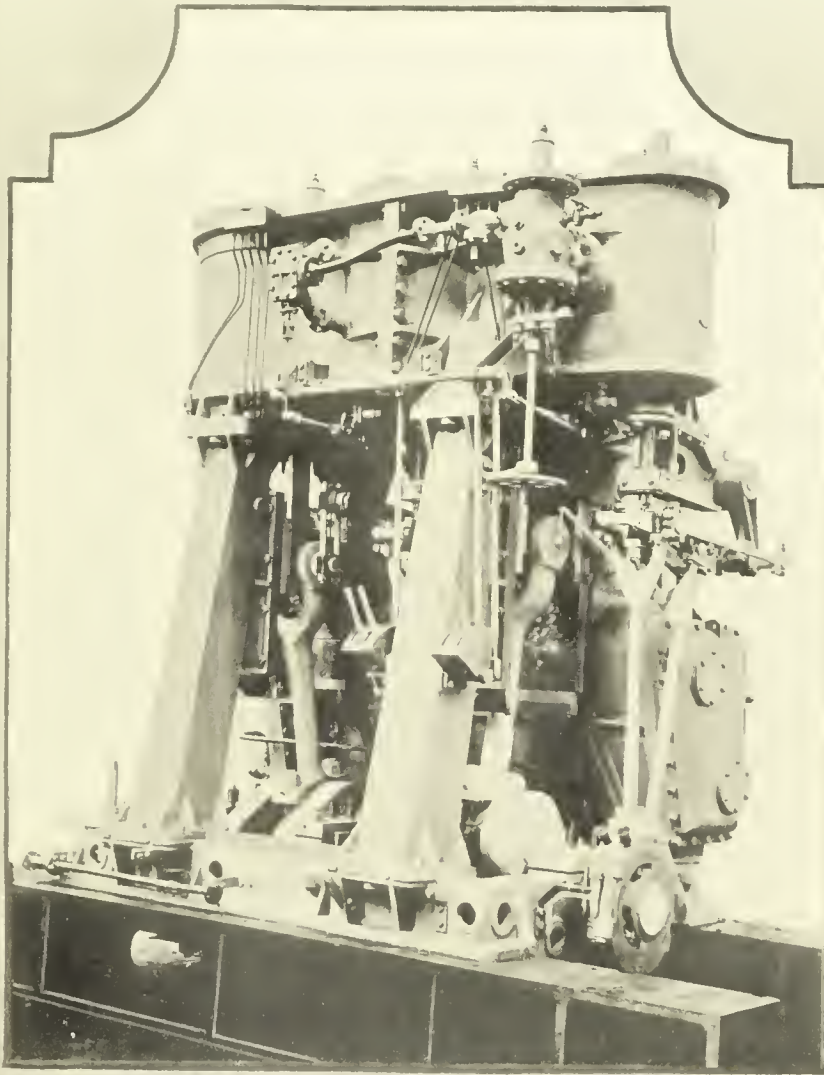
In 1878 the Company's first single-screw steamer was put on service, paddle steamers only having been employed until that year. This vessel, the "Mona" (II), built by Messrs. Laird & Company—gross tonnage 526—was fitted with a set of vertical compound engines and proved much more economical and better suited for the winter service than her predecessors, the paddle steamers (see opposite page).

OSCILLATING ENGINES FOR PADDLE STEAMER.



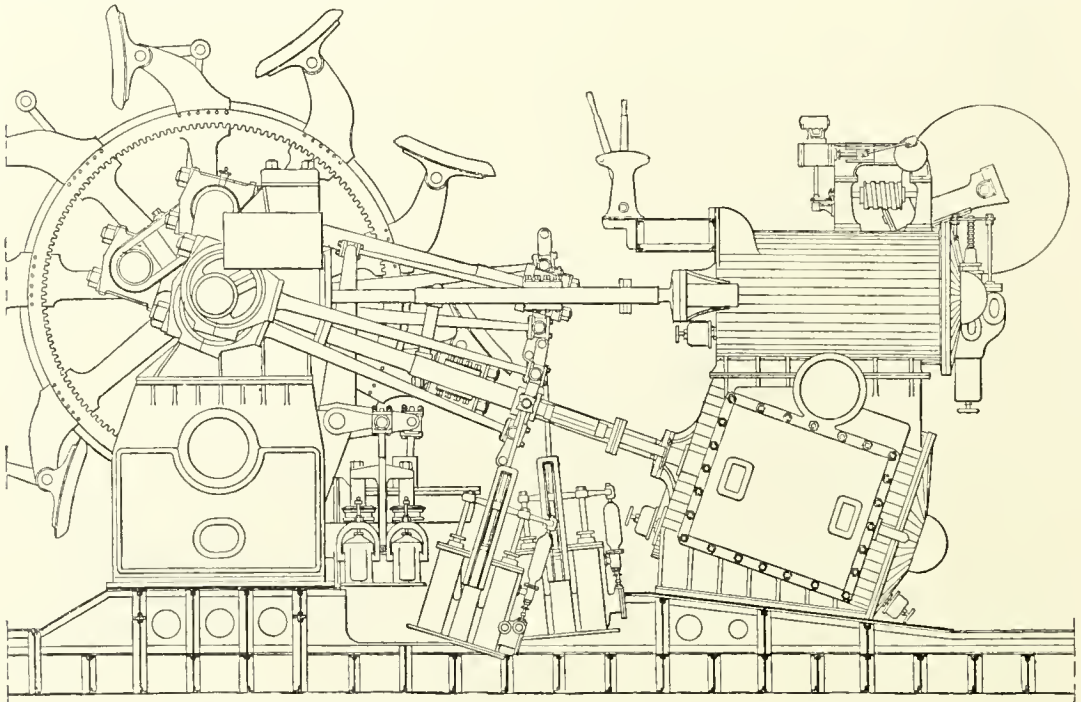
TYPE OF OSCILLATING ENGINES.

The most interesting vessel from a steamship development point of view that had been launched for the Isle of Man Steam Packet Company since the year 1830 was the twin-screw steamer "Fenella," gross tonnage 564, boiler pressure 85 lbs. per square inch. This vessel was built by the Barrow Shipbuilding Company in 1881, and if not actually the first was at least one of the earliest twin-screw steamers. She was driven by two sets of vertical compound engines with a combined indicated horse-power of 1,200, which gave a speed of $13\frac{1}{2}$ knots to the vessel. The "Fenella" proved to be a great success, and demonstrated in her working that greater economy could be obtained by using higher steam pressures with compound engines having a higher piston speed than it was practicable to use in a paddle steamer. In fact, a great impetus was given to shipbuilding about this time, due to the success achieved by screw steamers using vertical compound engines working with higher steam pressures than had formerly been used. The "Fenella" only ceased work for the Isle of Man Steam Packet Company in August, 1929, and was therefore on continuous service both winter and summer for forty-eight years.



TYPE OF ENGINES OF "MONA" II.

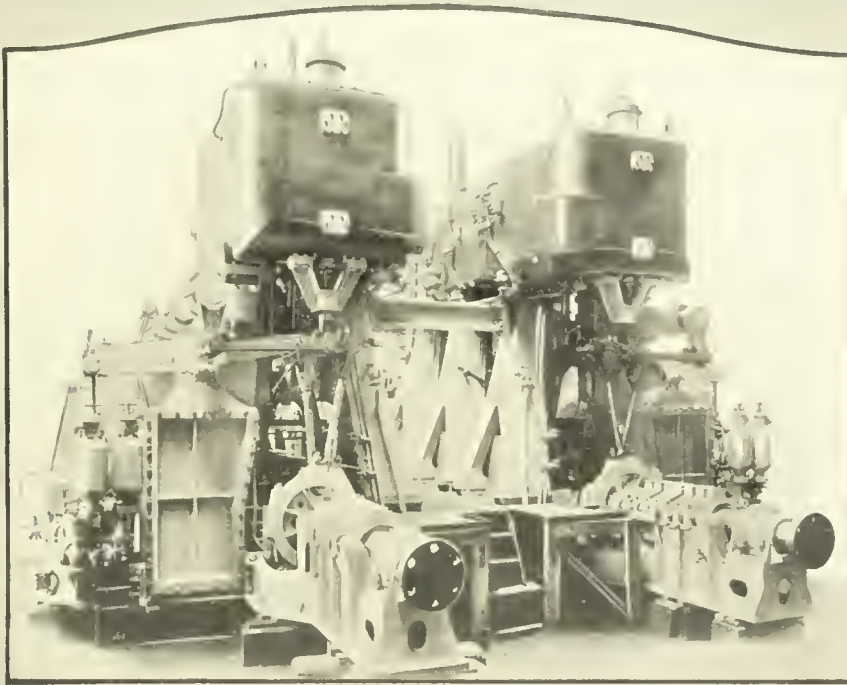
The oscillating engine gradually developed from low-pressure jet condensing to high-pressure surface condensing, and in the following year, 1882, the paddle steamer "Mona's Isle" (III), gross tonnage 1,564, was built by Messrs. Caird & Co., of Greenock, and fitted with the first high-pressure engines of this type to be adopted by the Isle of Man Steam Packet Company. They were compound oscillating cylinder engines of 4,500 i.h.p., working at a boiler pressure of 90 lbs. per square inch. The diameters of the cylinders were: high-pressure 65 inches and low-pressure 112 inches, stroke 90 inches. The l.p. cylinder is said to be the largest and heaviest ever fitted in a paddle steamer. Twin piston rods, 10 inches diameter, were fitted to each piston, and at a speed of 18 knots per hour the engines made 30 revolutions per minute. On service she proved to be one of the fastest cross-channel steamers afloat.



TYPE OF ENGINES OF "QUEEN VICTORIA,"
"PRINCE OF WALES" AND "MONA" III.

The paddle steamer "Mona's Queen" (II), gross tonnage 1,559, boiler steam pressure 87 lbs. per square inch, was built by the Barrow Shipbuilding Company in the year 1885, and had two sets of compound oscillating cylinder engines of 5,000 combined i.h.p., which were a great improvement on the single pair in the "Mona's Isle." The "Mona's Queen" was the last ship built for the Company to be fitted with oscillating engines.

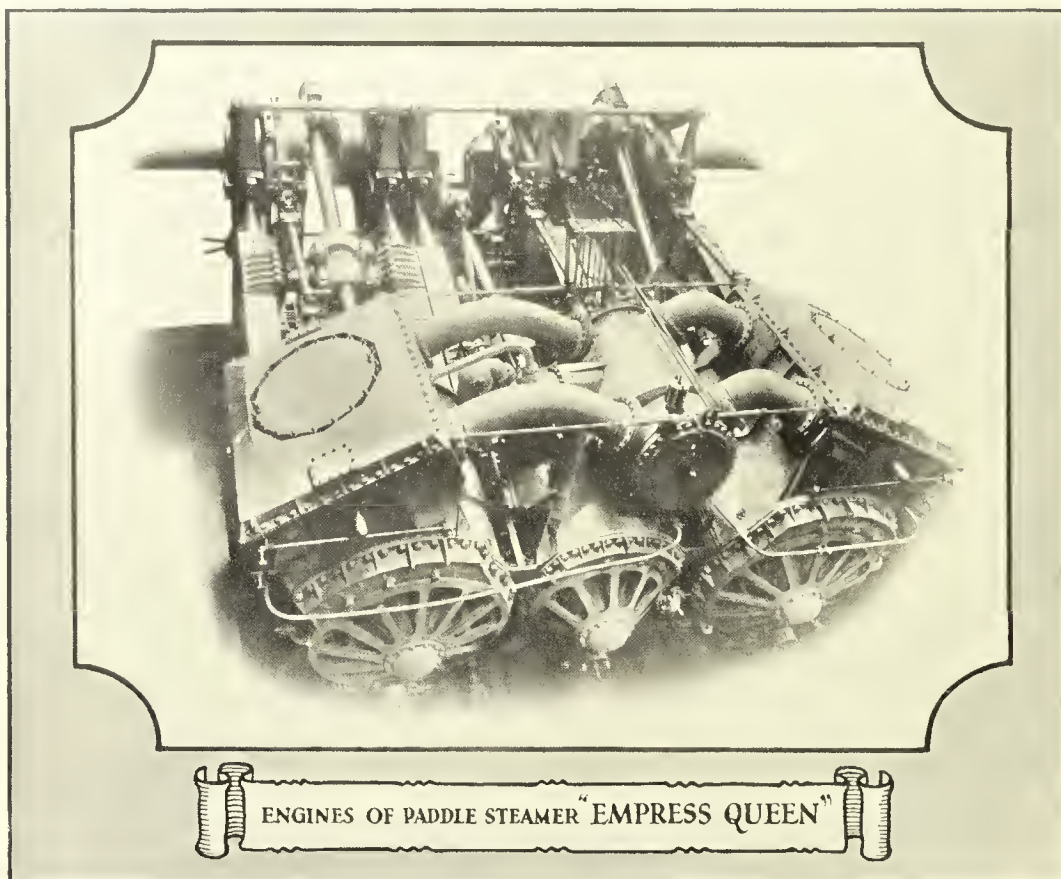
The paddle steamers "Prince of Wales" and "Queen Victoria" were sister ships, gross tonnage 1,547, and boiler



ENGINES OF "TYNWALD" III

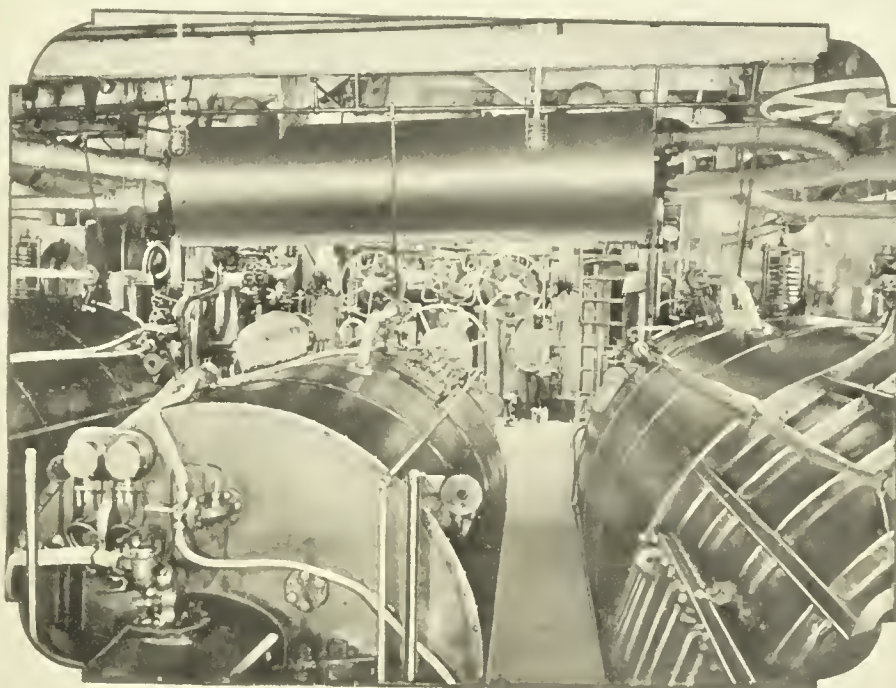
steam pressure 100 lbs. per square inch. They were built by the Fairfield Shipbuilding and Engineering Company in the year 1887, and were for several years the fastest cross-channel steamers afloat, being credited with having attained a speed of over 20 knots per hour. These two steamers had compound engines, of 6,500 i.h.p., of the type known as the coupled two crank-shaft engine. The crank-shaft was in two parts, connected at the cranks by a drag-link, the object of which was to keep the two cranks at right angles—one engine driving the valve gear of the other. The h.p. cylinder was placed horizontally and the l.p. diagonally to the centre of the shaft (see page 50). So successful were these two sister ships that a number of steamers fitted with the same type of engines were ordered for cross-channel work by other companies.

The triple expansion engine was the next type to be used in the Company's steamers, and the twin-screw steamer "Tynwald" (III) was about the first of this new type of cross-channel steamer, which held sway till 1904 (illustration above). This vessel was built in the year 1891 by the Fairfield Shipbuilding and Engineering Company, gross tonnage 937, and boiler steam



pressure 160 lbs. per square inch. The two sets of triple expansion engines with which the "Tynwald" is fitted together develop 3,800 i.h.p. She was reboilered in 1921, and can still maintain a speed of 18 knots per hour. Many vessels of similar design with triple expansion engines were built between the years 1891 and 1904, while during this period paddle steamers ordered for cross-channel purposes were very few.

The largest and fastest paddle-driven cross-channel steamer ever built was the "Empress Queen," built for this Company in the year 1897 by the Fairfield Shipbuilding and Engineering Company. This vessel might truly be called the last word in paddle steamer construction for such a service. Her gross tonnage was 1,995 and boiler steam pressure 140 lbs. per square inch. The engines developed 10,000 i.h.p. and were of the diagonal three-crank compound type, having one h.p. cylinder in the centre, with two l.p. cylinders placed one at each side of the h.p. cylinder. These engines and paddle-wheels were the heaviest that were ever placed in a paddle steamer—one paddle shaft and wheel alone weighing 70 tons—and the ship attained a speed of just over $21\frac{1}{2}$ knots per hour (illustration above).



ENGINES OF "VIKING."

Much as this vessel is to be admired, she will be remembered chiefly as the last effort to maintain the paddle-wheel steamer for fast cross-channel work.

The steam turbine was, about this time, being used experimentally for steamship work.

In the year 1905, the turbine steamer "Viking," gross tonnage 1,957, boiler steam pressure 160 lbs per square inch, i.h.p. 10,000, was built by Sir W. G. Armstrong, Whitworth & Co., Newcastle-on-Tyne. Her three propellers are driven by three sets of Parsons direct-acting turbines—the high pressure in the centre and a low pressure in each wing. The astern turbines, which operate the wing propellers only, are incorporated in the low-pressure casings. The "Viking" marked a distinct epoch in the type of propelling machinery adopted by the Company, as she was the first turbine steamer to be employed on their service. On her trials she attained a speed of over 23 knots per hour, which constituted a record at that time (illustration above).

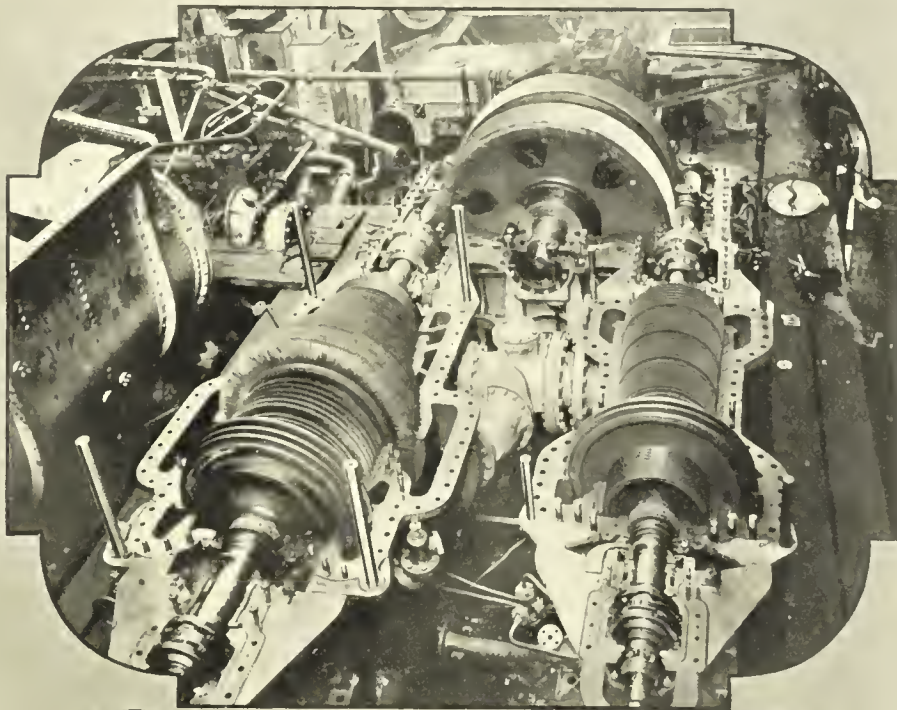
So successful was this vessel that two years later, viz., in 1907, the Isle of Man Steam Packet Company placed an order with Messrs. Vickers, Sons & Maxim, of Barrow-in-Furness, for a larger and more powerful turbine steamer for their Liverpool-Douglas service, and in 1908 the steamer "Ben-my-Chree" (III), gross tonnage 2,550, boiler steam pressure 170 lbs. per square inch, shaft horse-power 14,000, was placed on service.

On trial this fine steamer attained a speed of $24\frac{1}{2}$ knots per hour, which was the highest speed attained up to that time by any cross-channel steamer, and until she was sunk by gunfire in 1917, while engaged on war service, she maintained her record as the fastest cross-channel steamer afloat. The "Ben-my-Chree" was the last steamer built for the Isle of Man Steam Packet Company with turbines of the direct-driven type, although since the termination of the Great War they have purchased from the railway companies five steamers with turbine machinery of similar type to that of the "Viking" and "Ben-my-Chree," viz.: "Manxman," "Mona's Isle" (ex "Onward"), "Snaefell" (ex "Viper"), "Manx Maid" (ex "Caesarea"), and "Victoria."

In 1910 the twin-screw steamer "Snaefell" (III) was built for the Company by Messrs. Cammell Laird & Co., Birkenhead. This vessel was designed for passenger and cargo service. Her gross tonnage was 1,368, and boiler pressure 195 lbs. per square inch. Fitted with two sets of inverted four-cylinder triple-expansion engines (the first of this type to be fitted in the Company's steamers), and developing a total i.h.p. of 5,300, the "Snaefell" was a very economical and useful ship. She was sunk while engaged on war service in 1918.

In 1913, the geared turbine steamer "King Orry" (III), of 1,877 gross tonnage, 170 lbs. per square inch boiler pressure, 9,400 shaft horse-power, and speed 20 knots per hour, was built by Messrs. Cammell Laird & Co., Birkenhead, and placed on service. The advent of this steamer marked a further development of the steam turbine, the engines of this ship being of the single reduction geared turbine type, driving twin screws.

The turbine steamer "Manxman," built for the Midland Railway Company in 1904 by Messrs. Vickers, Sons & Maxim, Barrow-in-Furness, was purchased from the Admiralty in 1919 after being on war service, and reconditioned to suit the Company's passenger service. The gross tonnage of this vessel is 2,030, and boiler steam pressure 200 lbs. per square inch. The "Manxman" was the first of the Company's steamers to use oil fuel—her boilers being converted from coal to oil burning in 1921. The



TYPE OF ENGINES AS INSTALLED IN
"BEN-MY-CHREE" IV & "LADY OF MANN"
WITH COVERS REMOVED TO SHOW TURBINE BLADING

change was a decided success, so much so that this type of fuel has been adopted in the two passenger steamers built since that date, the "Manx Maid" also having been converted from coal to oil burning.

The next steamer built for the Company was the present "Ben-my-Chree" (IV), 2,586 gross tonnage, speed $22\frac{1}{2}$ knots per hour. This vessel, built by Messrs. Cammell Laird & Co., Birkenhead, and delivered in 1927, is fitted with Parsons single-reduction geared turbines, driving twin-screws and developing a total shaft horse-power of 12,400. Steam is supplied by two double and two single ended cylindrical oil-fired boilers at a working pressure of 220 lbs. per square inch.

In 1929 the single-screw cargo steamer "Peveril" (II) was built by Messrs. Cammell Laird & Co., Birkenhead. Her gross tonnage is 798, and she is fitted with triple-expansion inverted direct-acting engines of the latest type, working at a

boiler pressure of 200 lbs. per square inch and developing 1,200 i.h.p. The "Peveril" is the first vessel to be built by this Company for cargo service only.

In the present centenary year, 1930, the geared turbine steamer "Lady of Mann" was launched on March 4th from Messrs. Vickers-Armstrongs' shipbuilding yard, Barrow-in-Furness, and is now on service. The dimensions of this vessel are as follows:—Overall length 371 feet, breadth 50 feet, while the passenger-carrying capacity is larger than that of any previous steamer owned by the Company. This vessel is driven by single-reduction geared turbines of the latest improved type, steam being supplied by four oil-fired boilers at a pressure of 220 lbs. per square inch. On her official trials this vessel attained a speed of 23 knots. All the latest and best types of auxiliary machinery necessary for easy and economical working have been fitted—in fact her machinery may be described as the "last word" in marine engineering practice.

In this connection it is interesting to note how steam pressures have increased during the last one hundred years. On the "Mona's Isle," built in 1830, the steam pressure was 15 lbs. per square inch, as compared with 220 lbs. in the latest steamer.

To summarise the various types of engines adopted:—The first side-lever engines were fitted on the "Mona's Isle" (I) in 1830, and the last in "Douglas" (I) in 1858; the first oscillating engines in "Mona's Isle" (II) in 1860, and the last in "Mona's Queen" (II) in 1885; the first vertical compound engines, driving a single screw, in the "Mona" (II) in 1878, and the first twin-screw compound engines in the "Fenella" in 1881; the first triple expansion twin-screw engines in the "Tynwald" (III) in 1891; the first direct-driven triple-screw turbines in the "Viking" in 1905, and the first geared turbines (twin-screw) in the "King Orry" in 1913. The turbines in the passenger steamers built since the "King Orry," although of the same type, embody many improvements, including higher steam pressures, and are of the very latest design (see page 55).

In fact, the machinery adopted in the Company's vessels has always been the last word in the type best-suited for their service, so that, if not actually pioneers, the Isle of Man Steam Packet Company have always been amongst the first to adopt new methods of steam propulsion, and the Company's vessels have always been noted for their high speed.

CHAPTER V

The Company's Opponents

AS long as human nature remains what it is, we suppose that war will continue to be more exciting than peace. And so we find that, in the history of the Isle of Man Steam Packet Company, those portions of it relating to the numerous contests to which the Company has been subjected have always attracted the greatest amount of attention. All these contests ended either in the defeat, the extinction, or the absorption of the opposition companies (a). In the first of them, which dates from the very beginning of the Company's existence, it was of course itself an opposition, because the Liverpool and Douglas station was in the possession of the St. George Company, of Liverpool.

On the 16th of August, 1830, the "Mona's Isle," under the command of Captain Gill, made her first passage from Douglas to Liverpool, and her rival, the "Sophia Jane," of the St. George Company, under the command of Lieutenant Tudor, R.N., started at the same time, and defeated her by one and a half minutes. But this was the "Sophia Jane's" last, as well as her first, victory. It would seem that the "Mona's Isle," as is often the case with new steamers, did not attain her full speed during her early passages, since she afterwards proved herself about forty minutes faster than her rival, and on one occasion, in a gale, she defeated her by as much as three hours and twenty-four minutes. During the course of the rivalry between these companies, fares were reduced to a very low level. Both sides began with 5s. "saloon" and 3s. "steerage" (single fares), and, finally, the St. George Company reduced its fare to 6d., a frantic step which the Manx Company did not follow. This resulted, according to the *Manks Advertiser*, in "bringing to the Island a great number of mendicants of all descriptions." The St. George Company did not relish their defeats, and so they decided to withdraw their largest and fastest steamer, the "St. George," from the Irish station, and put her on the Douglas, Liverpool and Clyde station for the annihilation of their audacious Manx opponent. She was, however, almost invariably beaten by the "Mona's Isle." The first race between them was from Liverpool to Douglas. It so happened that, on the previous day, "the wind was blowing strongly from the south-west, which is, of course, a side wind for vessels going to and from the Isle of Man,

(a) With the exception of some brief and intermittent attempts to oppose the "Whitehaven Steam Navigation Company," on the Whitehaven, Douglas, and Dublin station.

and, in a heavy sea-way, the vessel of those days would almost constantly have one of her paddle-wheels out of the water. Captain Gill, instead of retiring to rest, had occupied himself and his crew during the night in removing the coal and cargo to the windward side of the vessel, so as to form a counter-balancing weight to the force of the wind when the vessel got outside. Next morning, instead of abating, the gale had freshened, but both ships put to sea, with the result that Captain Gill gained an easy victory" (a).

At last, after two months of racing, came a catastrophe which practically put an end to any further competition between the two companies. On the 20th of November both vessels arrived from Liverpool. The astute Captain Gill, foreseeing a south-easterly gale, which is "inshore" at Douglas, put to sea again after discharging his passengers and cargo. The "St. George's" captain (Lieutenant Tudor, R.N.) did not follow his example, but anchored his vessel in the bay. A heavy gale from the S.S.E. came on at night, and the "St. George" parted her cable, struck upon Conister, and went to pieces. Her crew were saved by the Douglas lifeboat, whose captain was Sir William Hillary, the founder of the Royal National Lifeboat Institution, whose residence was what is now the Fort Anne Hotel. The St. George Company determined to continue the struggle, but they did so in a very half-hearted way, putting on the "Prince Llewellyn" and the "Orinoco," vessels whose achievements have already been described. At last, in July, 1831, they retired from the station (b). But the "Mona's Isle" still had a competitor during the rest of this summer, though seemingly not a formidable one, in the shape of a steamer called the "William the Fourth," which disappeared in the following year. So intense was the feeling exhibited during the struggle and so determined were the Manx community to establish a service of their own, that on August 28, 1830, a resolution was passed "that if the Company pledge itself never to charge fares over half-a-guinea, the public would bear the loss, if any, sustained by the violent opposition of the St. George Company," and the proposal was even made that weekly collections for this purpose be made in the churches!

In our biography of Captain Gill will be found an account of the meeting in 1835, when the Directors were dismissed. Some of these Directors, and of the shareholders who sympathised with them, seceded from the Isle of Man Steam Packet Company,

(a) The Tourist, Vol. I., pp. 16-17.

(b) The "St. George Steam Packet Company" was ultimately merged in the "City of Cork Steam Packet Company."

and formed a company called the Isle of Man and Liverpool Steam Navigation Company (a), which, at the end of 1835, ordered a steamer called the "Monarch" to be built by Steele, of Greenock, her engines being supplied by Caird, of the same port. She was of 300 tons register and 150 horse-power, and had a black funnel. This Company in August, 1836, issued the following advertisement: "The Isle of Man and Liverpool Steam Navigation Company's splendid Steam Packets 'Monarch' and 'Clyde' will leave George's Pier Head, Liverpool, for Douglas, on Saturday morning at 10 o'clock, and return the same day at 8 o'clock in the evening; and will, after that day, leave Liverpool for Douglas every Monday, Wednesday and Friday morning at 10; and Douglas for Liverpool every Tuesday, Thursday and Saturday at 8. The 'Clyde' has been engaged by the Company in consequence of their splendid vessel, the 'Monarch,' not having been completed in the time expected; and from the known power and accommodation of the 'Clyde,' they hope to give an earnest of their desire to satisfy the public."

The Directors of this Company were Gavin Torrance, William Duff, and T. Garrett; the Douglas agent was Robert Boardman, and the Liverpool agent James Duff, formerly agent of the Isle of Man Steam Packet Company (b). Above the doorway of this Company's offices in Douglas were models in stone of the civic emblem of Liverpool, the Liver bird, and two of these birds are still to be seen on a house in Windsor Road, Douglas, which was built for Robert Boardman.

The "Monarch," under the command of Captain Armstrong, arrived at Douglas early in September, and a fortnight later the following account of her performances is given by her owners in an advertisement: "The 'Monarch' is decidedly the first vessel on the station, having performed the passage from Liverpool to Douglas on Monday last, with a strong wind, in less time by about half-an-hour than the 'Queen of the Isle'; and also on her return from Douglas to Liverpool the following day, in twenty-five minutes less time; and again from Liverpool to Douglas yesterday, in half-an-hour less time, thus proving in three successive days her superior speed, together with her very spacious and elegant accommodations. The Proprietors, therefore, trust that she will meet from a generous public with that support her great superiority is entitled to" (c).

(a) Or, sometimes, "The Douglas, Isle of Man, and Liverpool Shipping Co." (see page 93).

(b) Both these officials were changed in 1837 (see page 93).

(c) *Manx Sun*.

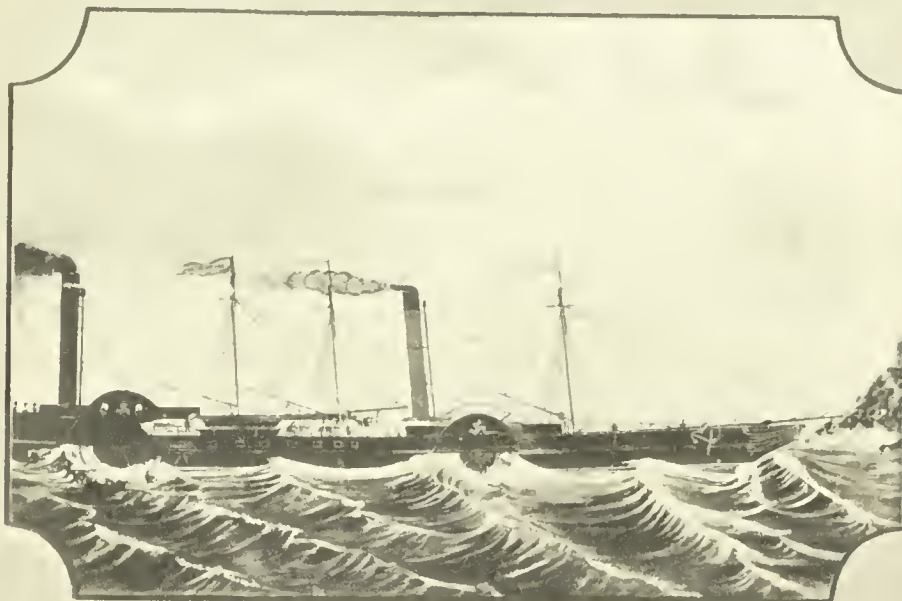
The "Monarch" was taken off the station in October, but resumed in the following summer, when she again raced with the "Queen of the Isle" (a). The latter proved herself to be, on an average, the faster boat.

As is usual in such cases, very bitter feeling arose between the two Manx companies. Some of it found expression in the local Press, where the adherents of the "Monarch" Company wrote: "The Proof of the Great Superiority of the splendid Steam Packet 'Monarch' has this day been fully exemplified in her having beaten the hitherto boasted crack boat 'Queen of the Isle' three-quarters-of-an-hour in a strong gale and heavy sea." To which, in the next week's issue, came the reply: "The 'Monarch' had the advantage by twenty and a half minutes, which has been magnified into forty-five by the Party who never deviate from the Truth."

At the end of 1837 the "Monarch" Company collapsed, and their vessel was sold. The Isle of Man Steam Packet Company was now left in undisturbed possession of the Douglas and Liverpool stations for a period of fifty years, though for a few years, from 1853 and 1854, there were two little steam packet companies, one in Ramsey and the other in Castletown, which competed for the insular traffic. There was also a service between Liverpool, Ramsey, and Glasgow, which at times had the services of three steamers, one of them commanded by Robert Crawford, who had been offered the command of the Manx company's first steamer "Mona's Isle" (b). It must be remembered, however, that, since they were not on the same station (except the Castletown Company for a brief period), they could scarcely be called opponents. The Ramsey Company sailed between Ramsey and Liverpool, and the Castletown Company between Castletown and Liverpool, but they found frequent opportunities of bringing their courses into a direction similar to that between Douglas and Liverpool. Occasionally, too, on one pretext or another, they called at Douglas, and would start from thence at the same time as the Isle of Man Steam Packet Company's boats, and, as we shall see, the Castletown Company for a short time ran between Liverpool and Castletown via Douglas. As there are still Manx people who remember the great interest that was taken in the rivalry between the three companies, a brief account will be given of the Ramsey and Castletown steamers, though their careers are not, strictly speaking, part of our subject.

(a) The fares of both companies were : Cabin, 2/6 ; Steerage, 1/- ; single fares.

(b) See page 70.



RACE BETWEEN OPPOSITION STEAMERS.
"QUEEN OF THE ISLE" AND "MONARCH"

The Ramsey boat, called the "Manx Fairy," was built by Laird, of Birkenhead. Her arrival at Ramsey at the end of August, 1853, was the signal for a great display of enthusiasm. We append a copy of the verses which were printed and sung on the occasion :

Oh ! Mannin veg veen, ta my chree sthill lhiat hene,
As bwooishal dhyt mie son dy braa ;
As tra hedym baase, as my annyn goit voym,
Bee'm bwooishal sthill mie da Rumsaa.
Ta'n " Ferish " er roshtyn dy bieu voish shenn Hostyn,
Ny queelyn eck tappee chyndaa ;
As laadit dy sleih va shin fakin dy v'ee,
Ooilley bwooishal aigh-vie da Rumsaa.

Oh ! Mona, my darling, my heart is still thine,
My blessing upon thee, I pray ;
And when I am dead, and my spirit is fled,
Success unto Ramsey, I say.
The " Fairy " has come, and swiftly has run,
Her paddles go quickly round ;
Well loaded she is with passengers rare,
All wishing success to the Town.

By special request of the shareholders, Captain William Gill (who was then living in retirement at Ramsey) took command of her during her first trip between Liverpool and Douglas, "in order that her sailing and steaming qualifications might be fairly tried under the direction of a commander of such great experience in coasting steam navigation" (a). Starting from Liverpool at the same time as the Clyde-built "*Mona's Queen*," she defeated her by eight minutes, doing the passage in five hours and thirty-two minutes. The "*Mona's Queen*" shortly afterward reversed this result, doing the passage in five hours and thirty minutes, while the "*Manx Fairy*" took five hours and forty minutes. The "*Mona's Queen*" seems to have been rather the faster boat of the two. The "*Manx Fairy*," which was under the command of Captain Isaac Dixon, formerly a mate in the Isle of Man Steam Packet Company's service, was a vessel of 400 tons register and 200 h.p. The *Manx Sun* describes her as being "a beautiful little craft, ornamented with blue and gold, with the arms of Man on her paddle-boxes," and it also notes that her "cabin is green and gold, ornamented with oval paintings of Peel Castle, Ramsey, Lezayre Church, Liverpool, Castle Rushen, and Bishop's Court." Drawing too much water, having too little cargo space, and burning too much coal, she was not a successful boat from a pecuniary point of view. In August, 1857, she was unfortunate enough to run down and sink the Birkenhead ferry boat "*Fanny*" in the Mersey, and for this her owners had to pay £1,775.

In the following November she was sold under a decree of the Admiralty Court for £7,000, her original cost having been £16,000. She was bought by Ramsey people, and was kept on the station for four years more. During this period she had three captains—M'Leish, Elliott, and Robert Brown. Towards the end of 1861, after her owners had vainly endeavoured to dispose of her to the Isle of Man Steam Packet Company, she was sold to Cunard, Wilson & Co., for £6,000, and went to Sicily, an island to which the "three legs" on her paddle-boxes was appropriate, since it has a somewhat similar emblem.

Now that Ramsey had acquired a steamer, Castletown was anxious for the same distinction. "*Castletown*," says a writer in the *Manx Sun*, "is the seat of government, and is the metropolis of the Isle of Man, and why should the metropolitans condescend to go to Douglas or Ramsey when they want to cross the herring pond? Moreover, Castletown is the Oxford of Mannin, and as it is the most learned, of course it is the most

(a) See page 58.

genteel, and why should you depend on the will of the plebeians of Douglas or Ramsey for the days and hours whereon you may 'leave the sod'? " Why, indeed! A steamer was promptly ordered from Laird's, and was launched in June, 1854, being called the "Ellan Vannin." Her dimensions were: length, 172 feet; breadth, 20 feet 2 inches; she was of 350 tons register and 100 horse-power, and drew only 7 feet of water. She had two white funnels and a "very smart, rakish appearance" (a), being built very much on the same lines as the "Countess of Ellesmere," which was said to be the fastest smooth-water steamer then afloat. In her saloon were "splendid views in glass of Castletown and Birkenhead," and her bow was decorated with a "full-length figurehead of a female sitting on a rock" (a). A local rhymester, Thomas Shimmin (b), describes these charms in many stanzas, but space will only permit of a specimen:

'Twas in August, fifty-four, she arrived upon our shore,
When many thousands ran, sir, her beauty to adore.
In her beauty is no gammon, she's the lovely "Ellan Vannin,"
And far excels them all in her sailing.

.

Like a swallow through the skies, so speedily she flies,
And is bound to the metropolis of Mona.

The "Ellan Vannin" had several races with the "Countess of Ellesmere," generally defeating her. In smooth water she was a faster boat than either the "Mona's Queen" or "Manx Fairy." Her fastest passage between Douglas and Liverpool was five hours and twenty minutes. She was not, however, a satisfactory cargo boat.

In September, 1856, the financial position of the company having become almost desperate, the "Ellan Vannin" ran via Douglas, taking passengers at one shilling each. This led to an indignant outburst from a Douglas man, who wrote: "Our town has consequently been over-run by all descriptions of vagrants, halt, lame and blind, singers and fiddlers." During this period she raced with the "Mona's Queen."

In October, 1856, she was let on charter, and the Castletown company arranged that the "Manx Fairy" should run between Castletown and Liverpool twice a month during the winter. In the summer of 1857 she again ran via Douglas, and in December of that year she was offered for sale, but without success. Finally in June, 1858, she was bought by Cunard, Wilson & Co., for

(a) *Manx Sun*.

(b) "Manx Worthies," page 200.

£4,070, on behalf of the Sardinian Government, her name being changed to the "Archimedes."

In 1887, the Manx Company was subjected to a very formidable opposition. A company designated the "Isle of Man, Liverpool and Manchester Steam Ship Company," though generally known as the "Manx Line," was formed, and procured two fine and very fast steamers, the "Queen Victoria" and the "Prince of Wales," from the Fairfield Shipbuilding Company. These vessels were almost half-an-hour faster than any vessel belonging to the Isle of Man Steam Packet Company—one of them, the "Prince of Wales," having, it is said, on one occasion actually accomplished the passage to Douglas from the "Rock" at Liverpool in two hours and fifty-nine minutes. The Directors of the Isle of Man Steam Packet Company met this opposition by a very considerable reduction of fares (*a*). The "Manx Line" did not follow their example at first, but by August, finding that it was only getting a small share of the passenger traffic, it was compelled to do so. These reductions, notwithstanding the unprecedented increase in the number of visitors, resulted in a small loss for the old Company, both in 1887 and 1888, while the "Manx Line" lost £5,300 in 1887 and £3,500 in 1888 (*b*). It is not surprising to find that by the end of the second season it became apparent to the managers of the two companies that they could not co-exist as paying concerns. Negotiations were therefore entered into, and they eventuated in the purchase of the "Queen Victoria" and "Prince of Wales" by the Isle of Man Steam Packet Company.

Yet another opposition company was started in 1887. It was called the Isle of Man Steam Navigation Company, or the "Lancashire Line." Its only steamer, the "Lancashire Witch," did the passage between Liverpool and Douglas in four hours on an average. The history of this Company was a brief and inglorious one, its steamer being sold by order of the mortgagees in May, 1888.

In 1895 arrived the paddle steamer "Lady Tyler," chartered by the Mutual Line of Manx Steamers Ltd. The "Lady Tyler," which was a slow and out-of-date boat, taking about six hours to do the passage between Liverpool and Douglas, ran from May till July, when the company went into bankruptcy.

Two years later the steamers "Munster" and "Leinster," which formerly plied between Holyhead and Kingstown, were

(*a*) Saloon, return, from 10/6 to 5/-; Saloon, single from 5/6 to 3/-; Fore-cabin, return, from 5/6 to 2/6; Fore-cabin, single, from 3/6 to 1/6.

(*b*) It did not provide anything for depreciation.

purchased by Mr. Higginbottom and others, and advertised by Messrs. H. & C. McIver to commence a service between Douglas and Liverpool at Easter, but they were prevented from doing so by the Manx Company buying and then disposing of them.

In 1899 Mr. Higginbottom originated another opposition by forming a company called the Liverpool and Douglas Steamers Ltd. Its first purchase was the "Ireland," an old Holyhead and Kingstown liner, and a fine large paddle steamer, but hopelessly slow and out of date. Quite as hopeless were the "Normandy" and "Brittany," also bought by this Company. These were paddle steamers of comparatively small size and slow speed, which had formerly been on the Newhaven and Dieppe station. Somewhat more successful were the "Lily" and the "Violet," previously employed on the Dublin and Holyhead station by the L. & N.W. Railway Company. But this Company's most, and in fact only, successful purchase was the "Calais-Douvres," which had run between the two ports so named. This Company was run at a heavy loss, and came to an end on the death of Mr. Higginbottom in December, 1902.

CHAPTER VI

The Company's Personnel and Buildings

IT is now proposed to refer briefly to the personnel of the Company. Its most important members are, of course, the Directors, as, subject to the control of the Shareholders, they are the rulers of the Company, and there need be no hesitation in asserting that the Company has, from time to time, been able to command the services of many of the most capable men in the Island as its Directors.

Next in importance come the Agents. The first Agent in Douglas was EDWARD MOORE. He held that office till his death in 1865. "During that period," wrote his immediate successor, "he devoted all his business capacity to the advancement of the Company's interests, and his efforts in that direction were rewarded by their success." A motion was carried at a Meeting of the Shareholders that a monument should be erected by the Company in Braddan Churchyard in token of the high esteem in which he was held, but his family declined it. His place was taken by JOHN J. GOLDSMITH, for many years a clerk in the office, who resigned in 1879, was later appointed a Director, and died in 1905. He was succeeded by THOMAS P. ELLISON, who retired in 1908, and died in 1915. After him came Mr. WILLIAM M. CORKILL, who retired in 1928; Mr. THOMAS CRAINE, who held the office for only ten months, and died on November 1st, 1929; and the present General Manager and Secretary—to adopt the new style of the office—Mr. WILLIAM G. BARWELL, who was appointed as from 1st December, 1929.

It has already been shown that there were two Manx firms in Liverpool who were Shipbrokers and Agents for Manx trading vessels (a). MARK QUAYLE, the junior partner of one of these firms—Mark Quayle & Son—which still continued its Agency for the sailing vessels, was the Company's first Agent in Liverpool. He died at Penzance in December, 1833, and was succeeded by JAMES DUFF, whose tenure of the office was also a brief one, since T. D. MOORE and J. CHRISTIAN appear as Agents in January, 1835. The date of Christian's death or retirement has not been recorded, but Moore is found as sole Agent in 1846. He was the fifth son of James Moore, of Cronkbourn, one of the founders of the Company. On his death at the early age of thirty-nine, in 1851, he was succeeded by THOMAS ORFORD, who held the agency for fifty-two years. Thomas

(a) See page 11.



GENERAL MANAGERS.

1. MR. EDWARD MOORE.
1830-1865.

2. MR. J. J. GOLDSMITH.
1865-1879.

3. MR. THOS. P. ELLISON.
1879-1908.

4. MR. WM. M. CORKILL.
1908-1928.

5. MR. THOMAS CRAINE.
1928-1929.

6. MR. W. G. BARWELL.
1929-

Orford's first mercantile experience was gained with John Bibby & Co., whose vessels were in the Mediterranean trade, and in the coasting trade between Liverpool and Dublin. He entered James Duff's office before Duff was appointed Agent to the Isle of Man Steam Packet Company, and in 1835 he

commenced business as a Shipbroker at 15, Nova Scotia, in the premises previously occupied by Mark Quayle & Son. Thomas Orford was joined later by his sons, Joseph and Thomas, and maintained an active interest in the affairs of the Agency till within a very few years of his death in 1903, at the patriarchal age of 92.

The Agency has since been carried on by his three sons, Joseph, Thomas, and William, of whom Joseph alone survives and carries on the Agency in conjunction with his two sons, William O. and Thos. F. Orford.

The Company has, of course, agents elsewhere—in the smaller Manx towns, and in the other British ports from which its vessels regularly sail. It was represented in Glasgow for a great many years by the late Mr. Henry Lamont, and has since 1908 been represented by Messrs. Rennie & Watson. The present Greenock Agents are Messrs. W. Lindsay & Co. At Belfast its Agent for a considerable time was Mr. W. E. Williames, and the business is continued by a Company which retains the old name. At Blackpool it is represented by Mr. H. A. Deakin, at Morecambe by Mr. A. Caunt, and at Fleetwood and Heysham by officials of the railway company which controls those ports, and at Dublin its interests are cared for by the British & Irish Steam Packet Company. There are also agencies in most of the important inland towns.

One of the most potent causes of the success of the Isle of Man Steam Packet Company is the fact that it has always insisted on having first-class officers and men on board its steamers. Space will allow only of reference to those Captains who have reached the rank of Commodore, and it is not proposed to give an account of any other of the past or present Captains in the Company's service. It is quite unnecessary to affirm that every one of them was an excellent navigator and seaman, because it may be taken for granted that no Captain could have long retained his position if he had not been endowed with those capacities.

Let us quote the Manx poet, the Rev. T. E. Brown's opinion of them :—

“ I think I knew all the old captains of the Isle of Man Steam Packet Company's service . . . they were grand old fellows. They differed in point of ability, of temper, of social aptness, and popular ways. But they were all of them men and gentlemen. It is remarkable that the service should have turned out a type of officer so uniformly courteous and efficient. The sea, we all know, has a natural tendency to produce magnanimity, courage, and generosity. But that these qualities should have been so



LIVERPOOL AGENTS OF THE COMPANY.

1. MR. THOMAS ORFORD.
1851-1903.

2. MR. JOSEPH ORFORD.
1868-

invariably combined in the case of men springing for the most part from the ranks ; that one after another, as he succeeded to a post, however honourable, should have done both it and himself such ample justice, is, to say the least, very noteworthy. One feels that it is something to be a Manx Captain, and that to be a Captain in the service of the Isle of Man Steam Packet Company

is not far from a patent of nobility, I had almost said, by hereditary descent " (a).

Of all the Company's Captains the most notable is :—

WILLIAM GILL (b. 1795, d. 1858). We call him the first Captain because, though Robert Crawford, Captain of the "Enterprise," a small steamer on the Liverpool and Glasgow station, was appointed Commander of the "Mona's Isle," he, for some reason now unknown, never acted in that capacity. The Manx Company, then, began with a Manx Captain, and very fortunate it was in its selection. William Gill was brought up in Ramsey to the trade of a ship carpenter, but he soon took to sea. He had previously been in command of the sailing vessels "Duchess of Atholl" and "Douglas," which, as we have seen, plied between Liverpool and Douglas, and he left the latter vessel to come to the "Mona's Isle." He had thus gained a long experience of the port of Liverpool, which "was not lit and buoyed and dredged and circumscribed as it is to-day" (b). The "Rock Channel" was used until Gill discovered the present route, the Victoria Channel, for which his reward was a service of plate, presented by Liverpool's shipowners and dock proprietors.

Early in 1832, £100 was presented to Captain Gill by the Shareholders "in testimony of their high regard for his services in the command of the 'Mona's Isle,' and particularly for his unprecedented perseverance in effecting a passage on the memorable 19th of August during a gale of wind from the N.N.W., which prevented their opponent, the 'William the Fourth,' from leaving the port of Douglas" (c).

In September, 1835, he was dismissed by the Directors because it is said that he declined to go to sea one day when his brother was dying. In the following month, however, a Meeting of the Shareholders was held for the purpose of investigating the cause of this dismissal, and it was resolved "that the Company do consider that Captain Gill has not been dismissed, and that he be requested to take command of the 'Queen of the Isle' as heretofore" (c). Upon the passage of this motion the Directors declined "to give any satisfaction to the Company for the dismissal of Captain Gill." The Shareholders then promptly passed a further motion to the effect that "in consequence of the injudicious management of the affairs of the Company by the Directors for the last two months, they be dismissed." This

(a) "The Tourist," Vol. I., page 12.

(b) The information given concerning Captain Gill and several of the earlier Captains is taken from "The Tourist."

(c) The Company's Minute-book.



COMMODORES.

1. CAPTAIN W. GILL.
1830-1852.

2. CAPTAIN J. KERMODE.
1861-1864.

3. CAPTAIN E. QUAYLE.
1852-1861.

4. CAPTAIN A. MCQUEEN.
1864-1897.

motion was carried by eighty-one votes to five. On Gill's retirement, in 1852, he was thanked by the Directors for "the judicious and satisfactory manner in which he had commanded the vessels under his care." Six years later he was buried in Braddan Churchyard. The Rev. T. E. Brown says that he bore "the reputation of a fine commander, a true modest gentleman and

sailor," and that he "left in the hearts of us boys the devoted affection of the many generations who had grown up to love and admire him."

EDWARD QUAYLE (b. 1803, d. 1862), who had, like Gill, been a Commander of the Manx sailing packets, and was second mate on the "Mona's Isle" with him, may fairly be described as the Company's second Captain, since Peter Milligan, a Scotsman and first mate of the "Mona's Isle," the first Captain to be appointed to the "Mona," had only held that post a few months when Quayle, who was then his first mate, succeeded him. He became Commodore in 1852, and he held that position till he resigned in 1861. His last command was the famous "Douglas" (I). The Rev. T. E. Brown remarks that he "was a true sea-dog, rough and resolute" (a). The following tale was told of him when in command of the "Mona's Queen." It was a terrible passage, and the Captain walked into the saloon and said, "Gentlemen, we shall all be in Heaven in five minutes"; whereupon a well-known Manx ecclesiastic ejaculated, "God forbid!" On his death, the Directors bore testimony to "the self-sacrificing anxiety with which he laboured to promote the welfare of the Company" (b).

The epitaph on his tombstone in Braddan Churchyard declares him to have been "a prompt, fearless, faithful and brave sailor, who felt and acted like a man." He was succeeded as Commodore and Captain of the "Douglas" by

JOHN KERMODE (b. 1802, d. 1878), a Peel man. He commanded in succession the "Mona," the "King Orry," the "Ben-my-Chree," the "Mona's Queen," and the "Douglas." "On all these," says the Rev. T. E. Brown, "I have sailed with him, been cheered and reassured by his manly presence, and rejoiced in the few hearty words with which it was his pleasure to accost me. No Commodore in the Company's service ever inspired more confidence, or had warmer or more attached friends." He retired in 1864, when he received "a service of plate in appreciation of the manner in which he had fulfilled his duties for a period of nearly thirty years" (b).

ALEXANDER MCQUEEN (b. 1826, d. 1906) was a native of the Isle of Whithorn. He received his first command at twenty-one, in a sailing vessel, but before long transferred himself to steamers. He was in charge of a troopship during the Crimean War and is said to have been the first merchant captain to enter Sebastopol

(a) From a series of articles contributed to "The Tourist."

(b) The Company's Minute-book.



COMMODORES.

1. CAPTAIN J. HILL.
1897-1900.

2. CAPTAIN A. GIBSON.
1901-1906.

3. CAPTAIN T. KEIG.
1907-1915.

4. CAPTAIN W. CAIN.
1919-

after the siege. He entered the service of G. & J. Burns, Ltd., but came to the Isle of Man in 1860, to command the "Tynwald" (I). In those days the Company had but four vessels, and on Captain Kermode's retirement in 1864 McQueen found himself Commodore. He commanded in turns nearly all the steamers the Company possessed, and in 1897 was appointed to the newly-

built "Empress Queen." He retired the same year, having held command of ships for one month short of fifty years—almost a world's record. He was a brilliant commander and navigator, possibly a rigid disciplinarian, but a man greatly honoured by his crews and by his employers; and withal, he was reputed to be "the handsomest man on the bridge of any ship coming into Liverpool."

JOHN HILL (b. 1835, d. 1902) was a native of Port William. His first experience of the sea was gained in the coasting trade with his father, and he then "went foreign." He joined the Company in 1865, as first mate of the "Douglas" (II). He was made captain of the "Mona's Queen" (I) in 1871 and his last command was "Mona's Queen" (II). In 1897 he became Commodore in succession to Captain McQueen, who then retired. Of a reserved but very kindly and courteous demeanour, he did much for the popularity of the Fleetwood station, on which he was employed for about fifteen years. On account of failing eyesight, he retired on the 31st of December, 1900, and died fourteen months later.

ANDREW GIBSON (b. 1835, d. 1916) was born in the Isle of Man but was of Scottish descent, being a son of David Gibson, who came from Ayrshire to the Isle of Man to act as steward for Colonel Murray, of Mount Murray. His father died when he was a child, and he went to live with an uncle in Ayrshire. He went to sea at fourteen years of age, and became an officer in the Guion Line of steamers, sailing out of Liverpool. He returned to the island in 1874, as first officer of the "Tynwald" (II), under Captain Joseph Skillicorn. When the "Fenella" was built in 1881, he obtained his first command, and among other ships which he commanded were the "Douglas" (II), "Mona's Isle" (III), "Prince of Wales" and "Empress Queen." He became Commodore in 1901, and retained that position until his retirement in 1906. His two brothers, William and Alfred J. Gibson, were successively marine superintendent engineers under the joint railways at Fleetwood. Captain Gibson was a fine navigator and a man of extremely kindly disposition and gentlemanly manner, and though somewhat reserved, won general affection and esteem.

THOMAS KEIG (b. 1843, d. 1915) was a native of Ballabeg, Arbory. At the age of twelve he ran away to sea, and together with a boy companion named Tom Mullin, joined a Whitehaven brig called the "Village Girl," bound for North America. He deserted her, however, to take part in seal-hunting off Labrador, and later on sailed in voyages many and adventurous to South America and the Far East. In 1865 he joined the Company as



CAPTAINS APPOINTED BETWEEN 1905 AND 1930.

- | | |
|--------------------------|--------------------------|
| 1. CAPTAIN J. J. COMISH. | 4. CAPTAIN J. MORRISON. |
| 2. CAPTAIN A. LEE. | 5. CAPTAIN C. A. KINLEY. |
| 3. CAPTAIN W. WATSON. | 6. CAPTAIN W. COLLISTER. |

a sailor aboard the then new "Douglas" (II). He soon became an officer, and in 1880 received command of the "Mona's Isle" (II), afterwards converted and re-christened "Ellan Vannin." He held the bridge of every ship in the Company's fleet, notably the "Prince of Wales" and "Queen Victoria." When he became Commodore, the Company's leading ship was



CAPTAINS APPOINTED BETWEEN 1905 AND 1930.

1. CAPTAIN J. TEARE.
2. CAPTAIN J. A. BILLOTT
3. CAPTAIN H. QUINE.

4. CAPTAIN W. GAWNE.
5. CAPTAIN J. J. CASHEN.
6. CAPTAIN R. CLUCAS.

the "Empress Queen," but in due course Captain Keig was transferred to the "Ben-my-Chree" (III), and in 1915 he took that vessel to Liverpool to be altered and reconditioned for war service. He died two or three months later, having served the Company for fifty years. Not only was he, as Mr. T. E. Edwardes



CAPTAINS APPOINTED BETWEEN 1905 AND 1930.

- | | |
|-----------------------|---------------------------|
| 1. CAPTAIN T. WOODS. | 4. CAPTAIN J. QUIRK. |
| 2. CAPTAIN T. QUAYLE. | 5. CAPTAIN W. QUALTROUGH. |
| 3. CAPTAIN G. WOODS. | 6. CAPTAIN J. KEIG. |
| 7. CAPTAIN R. DUGGAN. | |

has said, "one of the half-dozen great sailormen in the old concern," but he was a thorough master of nautical construction and a born draughtsman, and his advice was sought in regard to the design and structure of several of the Company's finest ships. "It is on record," says Mr. Edwardes, "that a well-known Lloyd's surveyor once stated that Captain Keig knew more about

the practical details of a ship than any marine superintendent he (the surveyor) had ever met." As a man he was fearless, jovial, kindly, and of unimpeachable integrity.

But the Captains, though the most conspicuous, are not the only servants of the Company worthy of notice. There are, indeed, few Companies which have been so well served by their employees. Its mates hold, almost without exception, master's certificates ; its engineers and its shore officials are thoroughly trained and capable ; and, as to its sailors, it need only be said that they belong to probably the most skilful and daring seafaring race in the world. A portrait is given of a type of this race—the heroic David Kewley (b. 1850, d. 1904), who was one of the Company's boatmen. Kewley, familiarly known as "Dawsey," is said to have saved no less than thirty-five men from drowning. He received some recognition of these achievements in the shape of the Royal Humane Society's testimonial, bronze medal, and certificate, and his memory is perpetuated by a drinking fountain on which his likeness appears, which stands at the head of the Victoria Pier Buildings, Douglas.

Mention ought to be made of some of the holders of the important office of Superintendent Engineer.

WILLIAM LEWIN (b. 1838, d. 1930) was born at Ballhergy, Onchan. He served his apprenticeship in the London & North Western Railway Company's works at Wolverton, and later on took up marine engineering, and sailed on one of the Cork Steam Navigation Company's vessels, plying between Liverpool, Rotterdam and Dunkirk. He joined the Isle of Man Steam Packet Company's service in 1864, and in 1868, when only 30 years old, he was appointed to be Superintendent Engineer, which position he held till his retirement in 1895. With the possible exception of the "Mona" (I), he had seen every vessel which the Company possessed in the first hundred years of its existence, and he played a large part in the construction of many of them, including the "King Orry" (II), "Ben-my-Chree" (II), "Snaefell" (II), "Mona" (II), "Fenella," "Mona's Isle" (II), "Peveril," "Mona's Queen" (II), and finally "Tynwald" (III) ; besides various reconstructions. He lived to be nearly 92 years old and was wonderfully active until the very end. Six days before his death he was present at the launch of the Company's new steamer, the "Lady of Mann," apparently hale and hearty. A man of sound judgment, strict integrity, and strong character, he maintained a lively interest in the affairs of the Company throughout his 35 years of retirement, and was justly regarded as the Company's "grand old man."



DAVID KEWLEY
"DAWSEY"



ENGINEERING AND MARINE SUPERINTENDENTS.

- | | |
|--|---|
| 1. MR. WM. LEWIN (SUPT. ENGINEER).
1868-1895. | 3. MR. J. R. KELLY (SUPT. ENGINEER).
1921- |
| 2. MR. C. J. BLACKBURN (SUPT. ENGINEER).
1895-1921. | 4. MR. JOHN HALSALL (MARINE SUPT.).
1916- |

CHARLES JOHN BLACKBURN (b. 1852, d. 1927) was a native of Birkenhead, and served his apprenticeship with the great ship-building firm of Lairds. In 1878 he became draughtsman and assistant superintendent engineer for the Guion Line, under the late Mr. John G. Hughes. He entered the Company's service in 1895 as Superintendent Engineer, and retired in 1921. He was



THE COMPANY'S CARGO SHED AT DOUGLAS
IN 1878 SHOWING THE OLD PIER INN.

responsible for the construction, on the engineering side, of the "Empress Queen," and of the other vessels built for the Company prior to the outbreak of the war, namely, the "Viking," "Ben-my-Chree" (III), "Snaefell" (III), and "King Orry" (III). Shortly after his retirement he left the Island, and his death took place at Irby, Cheshire, in March, 1927. He was an able and faithful servant of the Company, and was held in the highest respect. Mr. Blackburn was the author of the booklet describing the services to the nation rendered by the Company's steamers during the Great War, which is made use of in another chapter. He was succeeded as Superintendent Engineer by Mr. John R. Kelly, the present holder of that office.

Space will not permit, unfortunately, of any enumeration of mates, engineers, and others whom the Company has had in its employ, and from whom it has received faithful service.

A brief account will now be given of the various premises occupied by the Company in Douglas and Liverpool.

DOUGLAS. Till 1846 its offices were situated on the North Quay, between the Market Place and Parade Street, on a site which is now about to be cleared as part of a town improvement



VICTORIA PIER DOUGLAS IN 1885
BEFORE EXTENSION.

scheme; but in that year Mrs. Bell's herring-curing establishment on the Quay was bought, and an office (now part of the goods warehouse) was erected on the site. In 1867 the Pier Inn was purchased, and made part of the Company's premises; and in 1880 the Company acquired the Imperial stables and yard, now used by the Company as stables. Further purchases were: (1) In 1887, the Imperial Hotel, on the Red Pier, where the chief offices of the Company are now placed; (2) in 1890, the Bath Place Yard; (3) in 1893, the "Eiffel Tower" site, occupied for a number of years by a circus which has been removed; (4) in 1913, the Royal Hotel. Extensive alterations and additions were made to the Douglas warehouses in 1914. The Company has thus acquired the whole of an exceedingly valuable site, lying at the base of the Red Pier and (on its south side) the base of the Victoria Pier, and completely commanding the entrance to the inner harbour. It may be added that the Company also possesses extensive and advantageously placed offices and warehouses at Ramsey, Castletown and Peel.



FROM A DRAWING BY J.C. BROWN, ESQ., M.I. STRUCT. E., RESIDENT ENGINEER IN CHARGE OF THE WORKS.

DOUGLAS HARBOUR AS IT WILL APPEAR ON
COMPLETION OF RED PIER EXTENSION SCHEME

LIVERPOOL. The office of Mark Quayle, the first agent of the Isle of Man Steam Packet Company in Liverpool, was, very appropriately, on "Mann Island," at No. 15, in a street called Nova Scotia, which is parallel with Strand Street. "Mann Island" was formerly actually an island, separated from the rest of the town by Canning and George's Docks, and by water passages, the connections being by swing bridges (a).

The next office of the Company was that of its second agent, James Duff, at 28, Brunswick Street. Another move was made, in 1835, to the office of its next agents, Messrs. Moore & Christian, which was at 23, Redcross Street (formerly 6, Strand Street); and, in 1846, Mr. T. D. Moore was at 24, James Street (b), the present site of the White Star Line offices. Mr. Orford, on succeeding to the agency, remained in this office till about 1860, when he removed to an office in Water Street, opposite to the present offices.

(a) Its name was probably derived from that of the Isle of Man.

(b) The number afterwards appears as 32, which is due to a re-arrangement of the street numbering.



CHAPTER VII

The Company's Service in the Great War

THE Isle of Man Steam Packet Company performed its full quota of national service, in proportion to its size and resources, during the great world war of 1914-18. At the outbreak of war, the Company had a fleet of fifteen steamers; eleven of these were chartered by the Government for war purposes, four being later on bought outright, and were fitted out as seaplane carriers, armed boarding vessels, and so forth, while one, the "King Orry" (III), became attached to the Grand Fleet, and finally enjoyed the honour of being the solitary representative of the British mercantile marine present at the surrender of the German Fleet, which event took place at Scapa Flow, off the Orkneys, on November 21st, 1918. A most interesting account of the detailed war service of these vessels is contained in a booklet written by the late Mr. C. J. Blackburn, for many years the Company's Superintendent Engineer.

The "Ben-my-Chree," then the pride of the Company's fleet, was sunk by a Turkish battery in February, 1917, off the Island of Castellorizo, in Asia Minor. Some years later she was refloated, but was not in a condition to be of further service. Her function during the war was that of seaplane carrier in the waters surrounding Turkey, Egypt and Arabia, and she was in the locality of Gallipoli at the time of evacuation.

The "Empress Queen" was engaged in the conveyance of troops across the English Channel. As previously stated, she was wrecked during a fog on the Bembridge Ledge, Isle of Wight, on February 1st, 1916, while carrying 1,300 soldiers. Efforts at salvage were fruitless, and she remained visible above water until 1919. Happily there was no loss of life.

The "Peel Castle" was engaged in patrol work in various parts of the North Sea, and for over three years she regularly searched neutral ships for contraband or for enemy travellers. On one occasion she was instrumental in capturing two of the most dangerous German agents in the United States. She frequently took aboard the crews of vessels torpedoed by enemy submarines. In February, 1916, fire broke out aboard her, and she was seriously damaged.

The "Mona's Queen," also, was engaged in carrying troops across the English Channel. To this ship belonged the credit of having rammed a submarine, in February, 1917, on a voyage

between Southampton and Havre. The submarine was seen about 500 feet away, and the Commander of the "Mona's Queen," Captain William Cain, went right ahead without reducing speed or altering her course. A torpedo was discharged at her, but passed across her bow. A few seconds later, the submarine was caught in the "Mona's Queen's" port paddle-wheel, and sustained such damage that she immediately sank. Captain Cain and the crew received monetary recognition from the Admiralty and (as spontaneous gifts) from two prominent shipping firms to the extent of £1,000.

The "King Orry," like the "Peel Castle," was used as an armed boarding ship, charged with the duty of searching neutral, or supposedly neutral, vessels, and, where necessary, taking charge of a prize. One such "prize" was a steamer carrying 10,000 tons of wheat consigned to Germany. In 1916 her duties were performed mainly off the Norwegian coast, where a brisk trade in contraband was being done, and for this purpose she was very thoroughly disguised. She also towed targets in the battle practices carried out by the Grand Fleet, was at times a training ship for gunners, and acted as a "repeating ship" to the Fourth Battle Squadron, transmitting the signals of the flagship to the ships of the squadron steaming in line astern.

"The Ramsey," which was utilised as an armed boarding vessel, and was assigned to service in the North Sea, was sunk on August 7th, 1915, by a German vessel which she was attempting to board, under the supposition that it was Russian. When "The Ramsey" got within close distance, however, the captain of the supposed tramp steamer hauled down the Russian flag and substituted the German, and immediately fired on "The Ramsey," finishing her off with a torpedo. Of a crew of 98, 46 were lost, including several Manxmen and employees of the Company.

The "Snaefell" was engaged in the Mediterranean on patrol and escort work, and from time to time the conveyance of troops and stores. She assisted in the famous landing at Suvla Bay, and was several times hit by Turkish shell and shrapnel during the embarkation; she took part, also, in the evacuation. Several times she was under fire, but it was not till June, 1918, near the close of the war, that she was struck by a submarine, on a journey from Alexandria to Malta under convoy, and sunk. Three of her firemen, all Manxmen, were killed.

The "Mona's Isle" was engaged as a net layer, in defence against submarine attack, and she operated all round the coasts of Great Britain and Ireland. At one time she patrolled the

west coast of Ireland, in readiness for an expected attempt to land arms there; on another occasion she assisted in salving guns from the torpedoed ship-of-war "Arethusa." She was base ship in the operations which resulted in the salving of £86,000 from the wreck of a Dutch steamer which had been torpedoed outside the Cork lightship.

The "Viking" was converted into a seaplane carrier, and did work in the Mediterranean similar to that performed by the "Ben-my-Chree."

The "Queen Victoria" and the "Prince of Wales" (the latter of which was re-christened "Prince Edward") were net-laying anti-submarine craft.

The "Tynwald" remained in the Company's service, and brought food to the people of the Isle of Man, to say nothing of the 28,000 enemy aliens who were interned in the detention camps at Douglas and Knockaloe, and to the British soldiers who guarded them. It was commonly asserted that the services thus performed by her to the Germans in captivity gained her immunity from the attentions of German submarines engaged in the Irish Channel. Her services to the alien prisoners certainly did not gain her any immunity from floating mines, and her crew had constantly the anxiety of keeping watch against this hidden peril. Her most conspicuous service to the nation was the rescue in Liverpool Bay of fifty or sixty passengers, including a United States Admiral, from the torpedoed American liner "New York," on April 9th, 1917. She also conveyed a party of divers with their apparatus from the Mersey to the White Star liner "Celtic," which was torpedoed off the Calf of Man in 1918.

Four of the vessels engaged in war service, the "Queen Victoria," "Prince of Wales," "Mona's Isle" (III), and "Viking," were purchased by the Admiralty; three, "The Ramsey," "Snaefell" (III), and "Ben-my-Chree" (III), were sunk by the enemy, and one, the "Empress Queen," was wrecked while engaged in the transport of troops. At the close of the war the Company possessed three vessels in the employ of the Government, and four (and these the smallest) were engaged in the conveyance of passengers and cargo to and from the Isle of Man.

A very important problem, therefore, awaited the Company at the close of the war. The fleet of steamers was dispersed, and could only be replaced upon a new and vastly-increased standard of costs; on the other hand, the moneys received from the British Government in charter fees and in the price of the sold steamers were so substantial that it was perfectly possible, if the

shareholders had so decided, to have wound up the Company and distributed £5 for every £1 of the issued capital. At the annual meeting in 1919, a group of shareholders proposed that the Directors should either offer to sell the undertaking to the Manx Government, reconstruct the Company, or dispose of the undertaking as a going concern. This proposal was resisted by another group, who suggested, as an alternative, that the capital of the Company should be increased by giving bonus shares at the rate of two for every one then held. The latter proposal, which committed the Company to a policy of "carry on," was adopted by a substantial majority. This decision preserved the continuity of the Company formed in 1830, and was of inestimable benefit to the people of the Isle of Man.

CHAPTER VIII

Traffic, Finance, Etc.

PRIOR to 1833 the sailings between Douglas and Liverpool were as follows : Twice weekly in March and April and October and November ; once weekly in December, January and February ; and three times weekly during the rest of the year. This is a copy of the earliest "bill" extant which gives the summer sailings :—

LIVERPOOL and DOUGLAS ISLE OF MAN

His Majesty's Royal Mail Steam Packet MONA'S ISLE, for DOUGLAS, every Monday, Wednesday, and Friday mornings, at Ten o'clock, with passengers only ; and will leave Douglas for LIVERPOOL every Tuesday, Thursday, and Saturday, at Eight o'clock a.m.

Fares : Cabin, 10/- ; Steerage, 5/-.

Children under twelve years of age, half-price.

Each passenger allowed to ship three packages ; for all above that number freight will be charged.

The passage seldom exceeds Eight Hours.

AGENTS :

MARK QUAYLE, Junr., 15, Nova Scotia, Liverpool.

EDWARD MOORE, Douglas.

DOUGLAS, May 17, 1831.

In 1832, Gore's Liverpool Directory states that the "Isle of Man (steamer) 'Mona's Isle' sails twice a week, with passengers and mails only," and that "the 'Mona' steamer" sails "with goods and passengers every Thursday evening." This notice, apparently, does not refer to the mid-winter (December, January and February) sailings, which were not twice weekly until 1833. The following "bill" of 1834 shows the beginning of the daily summer services :—

ISLE OF MAN

THE ROYAL MAIL AND WAR OFFICE STEAM PACKETS, THE QUEEN OF THE ISLE, MONA'S ISLE, AND MONA,

Sail from George's Pierhead (during the summer season) every morning at Ten o'clock ; and from Douglas every morning at Eight o'clock. During the winter months, the Mails are conveyed by the above packets, twice a week, viz., from Liverpool every Monday and Thursday ; and from Douglas every Wednesday and Saturday, about the time of high water.

JAMES DUFF, Agent, 28, Brunswick Street.

The Company intend placing on the station a New Steamer for Goods and Passengers.

The first poster was issued in 1836, and relates to the "Queen of the Isle": it was reproduced in 1911 by Mr. T. E. Edwardes in *The Manxman*.

In 1840 the sailings in October were increased to three weekly; in 1856 the sailings in that month and May were increased to four, and from the 1st of November to the 30th April to three. In 1879 came the daily service throughout the year, and in 1884 a double service from July to September was advertised, but it had to be abandoned owing to a breakdown on the "Mona's Isle" (III). No attempt was made to renew this service till 1887, but it has been continued since that date.

Next in importance are the sailings between Douglas and Fleetwood. From 1845 to 1850 there were steamers called the "Orion" and the "Fenella," belonging to Kemp & Co., of Fleetwood, sailing twice weekly between Fleetwood and Douglas. In 1847 the Isle of Man Steam Packet Company put on a steamer between these two ports, also twice a week, but on different days, Kemp & Co. acting as its agents. These vessels sailed throughout the year. In 1851, however, the Isle of Man Steam Packet Company gave up the station as being unprofitable, and Kemp & Co. appear to have given it up also. In 1855 the Manx Company again tried this station once weekly in July and August, but for that season only. The station was then abandoned till 1866, when the two companies came to an agreement whereby the Isle of Man Steam Packet Company's "Mona's Queen" and Kemp & Co.'s "Prince of Wales" ran on alternate days throughout the summer (a), but, after two years' experience, both again gave it up. In 1876 the Company, by arrangement with the Lancashire & Yorkshire Railway Company, ran a steamer from the 1st of July to the 30th of September to and from Fleetwood daily, and a daily service has been maintained every season since then.

It was in 1848 that the Company first ran a steamer—the "Mona's Isle" (I)—between Ramsey and Liverpool. She sailed once a week. This service was continued till 1853, when the "Manx Fairy" (b) took it up, and after the "Manx Fairy" was sold in October, 1861, the Company again put one of their steamers on this route.

In 1865 a weekly service was instituted between Whitehaven and Ramsey, but of recent years these sailings have been only occasional. The services to Ardrossan (for Glasgow), Belfast, Dublin, and elsewhere are of comparatively recent date.

(a) i.e., each Company three times weekly.

(b) See page 61.

There was, as has been shown, no regular mail service between the Island and England before 1767. In that year it was carried once weekly each way by sailing vessels between Douglas and Whitehaven. This sailing vessel service continued till 1825, when it was taken up by the steamer "Triton" (a). Three years later the mail contract was given to the St. George Company. Its conditions were that the mails had to be conveyed twice weekly each way from the 1st of May to the 1st of October, and once weekly during the rest of the year. On the 11th of July, 1831, the contract was given to the Isle of Man Steam Packet Company, on the same terms and conditions, for the annual sum of £1,000. In 1833 a bi-weekly mail in winter was arranged for, and during and after 1834, though the Company was under no obligation to do so, the mails were carried daily in the summer. In 1852 there was an agitation for increasing the number of the mails, but there was no result till 1856, when an arrangement was come to by which the mail had to be conveyed three times weekly throughout the year. In 1862 a fourth mail was taken via Ramsey, and in 1879 the first contract for a mail on every week-day was signed. This arrangement has continued ever since then, and the contract was renewed in 1922.

As regards the numbers of passengers carried by the Company, only very vague information can be obtained before the imposition of the passenger tax in 1883. It is supposed that the average annual number for the first ten years of the Company's existence was about 20,000. By 1851 it had risen to 48,000, and, twenty years later, it approached 100,000. One reason of the great increase in numbers between 1851 and 1871 may be found in the opening of the Prince's Landing Stage on the 1st of September, 1857. Prior to this, the embarking and disembarking of passengers in Liverpool was almost as dangerous and uncomfortable as in Douglas before 1871, since there was only a small pier, which could not be approached by steamers when the tide was low. At such times the passengers went to and fro in rowing boats between the steamers and a slip to the north of the present Floating Bridge (b). A vivid idea of what the passengers endured is given in the following account, which was written in 1836 :—

" I shall not easily forget the scene which prefaced our safe arrival on board. It was nearly low water when we started; the packet was therefore some considerable distance from the pier-

(a) See page 14.

(b) They were rowed for many years by the Company's boatman, John Waterworth, who died in 1868, at the age of 83.

head ; we had in consequence to go to her in boats. The shouting, bawling, pulling, tearing, cursing, and swearing of the different boatmen, and hired porters and partisans anxious to get the passengers on their own packets (for there was an opposition at the time) (a) ; the consternation, confusion, and dismay of the parties who were hurried and tumbled into the boats, to go, they scarcely enquired where ; and, added to this, the busy and conflicting scene always to be observed on such a spot as the pierhead of Liverpool, surpassed anything of the kind I had ever seen" (b).

By 1883 the numbers had still further advanced to 286,418 (c). Here again a special reason may be found in the erection of the low-water landing pier, now called the Victoria Pier, at which, though not completed for two years later, passengers were for the first time landed on the 1st of July, 1871. Those who do not remember what the landing in Douglas at low water was before that date can have no idea of its discomforts, and, with inshore winds, of its dangers. The steamers lay rocking about in the bay, and passengers, who were taken off in boats to the Red Pier, were often wet to the skin by both sea and rain, and then had to scramble across the slippery cobble stones at the foot of the pier as best they could. By this time the position of the Isle of Man as the playground of the North of England had been so well established that in 1893 the number of passengers conveyed by the Company amounted to 1,516,359 ; and in 1903 to 711,544.

In 1911 it was recorded with intense satisfaction that the Company had carried nearly a million passengers. The climax was reached in 1913, the most successful year in the history of the Isle of Man as a holiday resort, when the year's figures were 1,152,048. Almost equally successful numerically, and possibly superior from the standpoint of actual financial prosperity, was the year 1920, when the number of passengers carried by the Company was 1,094,220. In 1929, the last completed year before the publication of this book, the number was 1,177,799. Nearly fifty sailings have been run in one day in the height of August—the expression " day " including two midnights.

Until about 1858 the Catering Department was managed by the Captains, but by that time it had become so extensive a business that the Company was compelled to take it over. In 1889 it was

(a) The " Monarch " Company.

(b) " A Six Days Tour through the Isle of Man."

(c) In these returns, both outward and return journeys are counted, and they cover not merely the period of holiday traffic, but the whole twelve months.

sub-let to a Douglas firm, who still hold the contract, and it may be claimed that no more excellent meals are served on any British channel steamers than on those belonging to the Isle of Man Steam Packet Company.

The "Mona's Isle" did not at first carry cargo, but as it was found necessary that the Company should take both cargo and passengers, she was altered, and the "Mona" was built with that purpose in view. Of late years, however, most of the Company's steamers have been adapted for carrying passengers and deck cargo only.

The earliest rates of freight extant are dated March, 1834. In 1837 the "Monarch" Company issued rates of freight on a somewhat lower scale. Appended are the "Conditions of Shipment" issued by both companies:—

"The Isle of Man Steam Packet Company hereby give notice that they will not be accountable for the leakage, damage, or waste, occasioned by the insufficiency of the outward packages; breakage or waste on cheese, shipped loose; and as Steam Vessels cannot expect to be detained, all goods will be landed on the vessel getting into a discharged berth; and if the owners do not attend to receive them, they must remain on the quay, at their risk, as the Company will not be further responsible.

"The Douglas, Isle of Man and Liverpool Shipping Company will not be accountable for any Loss or Damage that may be sustained in consequence of the 'Act of God, Fire, King's Enemies, any Risk or Commotion, or from all or any of the Dangers and Accidents of the Seas, Rivers, or Navigation of whatsoever nature or kind'; nor will they be liable for any deficiency in Weights or Measures; nor in the Gauge of Wine or Spirits, unless the same be weighed or dipped alongside the Vessels, in presence of the Masters.

"Shippers in Liverpool are respectfully informed that Entries for Goods in Bond, or entitled to Drawback, must be passed on the Tuesday, and be completed before Twelve o'clock on Wednesday, the Day of Clearing. Parties neglecting this, and thereby detaining the Vessel, will subject themselves to Demurrage.

"MARK QUAYLE & SON, 15, Nova Scotia, Liverpool.

"JNO. DUGGAN, Custom House, Quay, Douglas.

AGENTS."

In 1830 the sum of £7,250 was subscribed for the "Mona's Isle," in 290 Shares of £25; and in 1831 there followed a subscription of £4,750, in 190 Shares of £25, for the "Mona." It does not appear how the working expenditure was provided for. In 1834 the Capital of the Company was increased from £12,000 to £24,325, which was divided into 973 Shares of £25 each. The first formal "Deed of Association" was drawn up on 13th August, 1838. A bonus was added to the Capital out of profits from time to time, which resulted in the creation of fractional parts of

Shares. In 1846 the Capital was £40,688 ; in 1864, £66,046 ; and, in 1882, £80,734. In 1884 the fractions were adjusted, and the Capital became £82,500 in 3,300 Shares of £25. In 1886, 3,490 B Shares of £5 and two A Shares of £25 were issued (a), making the Capital £100,000 ; in 1888, 50,000 C Shares of £1 were added, and were followed by 50,000 more of the same denomination in 1896, thus making the total capital £200,000. In 1910 these Shares of varying denominations were converted into 200,000 Shares of the equal value of £1 ; and in 1919, as is recorded in Chapter VII, the Share Capital was increased to £600,000 by the process of granting a bonus of £2 in Shares for every £1 already held.

Besides the Shares, Debentures have been issued at various times. The maximum issue in the years preceding the Great War was £150,000, but that sum was gradually reduced to £103,700. The financial situation after the war, when new capital was required for the reconstitution of the Company's fleet, led to the redemption of the earlier issue, and a new issue of £300,000, which was greatly over-subscribed.

The first reference to a charter of any of the Company's Steamers occurs in 1833, when the Whitehaven agent was informed that the "Mona" could be had on a payment of £20 per trip. Earlier than this the Company itself had chartered a sailing vessel, the "Earl of Surrey" (referred to in Chapter I), to carry luggage and cargo.

The fastest journeys ever made in the Company's Service were made by the "Viking" and the "Ben-my-Chree" (III), each of which vessels has averaged 24 knots per hour for practically the whole journey. It will be understood that the vessels slow down when entering the channel at Liverpool or Fleetwood. On the Fleetwood trip, on May 25th, 1907, the "Viking" covered the distance from the Lune Buoy to Douglas Head in two hours three minutes, an average of 24 knots, and did the complete journey in two hours twenty-two minutes. And on the 6th July, 1909, the "Ben-my-Chree" travelled from the Bar lightship to Douglas Head in two hours sixteen minutes, an average of 24·7 knots, and did the complete journey in two minutes short of three hours. Since the war speeds have been slower, but the present "Ben-my-Chree" has averaged twenty-three knots between the Bar lightship and Douglas Head, and has done the complete journey in three hours ten minutes.

(a) The £25 Shares, after B Shares of £5 had been issued, were called A Shares.

In the early years of the present century the need became acute of providing intending passengers, both at Douglas and Liverpool, with shelter from rain while waiting the opportunity to embark. Great crowds were often kept waiting for hours before they could be admitted on board the vessel, and queues a mile long are alleged to have been witnessed in Liverpool. It may be commented that the experiences of the years immediately succeeding the war, when the Company's Steamers were too few to cope with the traffic, created a queueing habit amongst holiday-makers which was not discontinued when the necessity for it had gone. Still, shelter from rain was at all times a necessity. The provision of such shelter was frequently discussed in the Manx Legislature, and finally, tarpaulin-covered passage-ways were made on each side of the base of the Victoria Pier. This was at first regarded as a mere temporary expedient, but the idea was developed, and the tarpaulin covering replaced by a permanent structure, until accommodation is now provided for many thousands of people. In 1928 a large waiting room was erected by the Mersey Docks and Harbour Board at that part of the Liverpool stage which is traditionally allotted to the Manx steamers. Considerable improvements, also, have been made in the methods of regulating the arrivals and departures at Douglas, and in allocating prospective passengers to the boats upon their respective stations, and these methods are now as scientific as the space on the Victoria Pier will allow. At the time of publication, the Manx Legislature has begun work upon an extension of the smaller pier at Douglas, the old "Red" Pier, as it is called, connecting it with the Victoria Pier by means of a viaduct. This work is designed to increase the number of berths, and to permit of a division of the traffic so that vessels arriving from or departing for some particular port may have one of the two piers definitely assigned to them (a).

(a) An illustration appears on page 83.

APPENDIX A

The Company's Directors

THE first Directors were Edward Gawne (of Kentraugh), P. Garrett, and R. Banks (of Howstrake). Between 1830 and 1850 we also find the following names on the list : Major Bacon (of Seafield), John Wulff, Samuel Harris (father of Mr. Samuel Harris, who became High-Bailiff of Douglas), Gavin Torrance, William Duff, Lewis Crebbin, Frank Matthews, James Lewin, Thomas Bridson, John Winram, Richard Quirk (Receiver-General), H. B. Noble, Henry and William Gill.

Between 1851 and 1871 : William Gell, C. Cleator, James G. Gelling, William Hill, Dr. Okell and W. F. Moore.

Between 1872 and 1891 : William Dalrymple, P. Gell, D. E. Gelling, John Dearden, D. Maitland, J. A. Mylrea, John Parkes, J. T. Cowell, J. J. Goldsmith, Richard Barnwell, and James Barnes. The last two names are those of two English Directors who were added in 1888, when the " Isle of Man, Liverpool, and Manchester Company " was bought out. The number of the Directors was then increased to seven, of whom five had to be resident in the Isle of Man. Later the Company's Rules were altered to allow of three Directors being resident off the Island.

Between 1892 and 1904 : Sir W. G. Pearce, Alex. Bruce, Thos. Stuttard, A. W. Moore, W. A. Hutchinson, Fred J. Baldwin, and W. A. Waid.

Between 1905 and 1914 (the year of the outbreak of the Great War) : W. A. Hutchinson, R. T. Curphey, J. Graham Elliott, C. T. W. Hughes-Games, W. H. Kitto, W. R. Fletcher, F. M. LaMothe, and J. B. Waddington. There were no changes between 1913 and 1919.

Between 1919 and 1930 : J. D. Clucas, E. C. Thin, A. H. Teare, W. H. Dodd, E. Gordon Thin, G. Fred Clucas and A. Robertson.

The period of the first appearance of the name is given, but many of the Directors survived into later periods.

APPENDIX B

The Company's Centenary Steamer

THE hundredth year of the Company's existence has been signalised by the construction of an extremely handsome and well-equipped steamer called the "Lady of Mann." The name, as will appear later, was bestowed in compliment to the lady who performed the launching ceremony—Her Grace the Duchess of Atholl, D.B.E., M.P., whose husband's ancestors were formerly rulers, under the British Crown, of the Isle of Man, and bore the title of Lord of Mann. The vessel was launched from the yard of Vickers-Armstrongs, Limited, Barrow-in-Furness, on March 4th, 1930.

The ceremony was witnessed by the Directors and principal officials of the Isle of Man Steam Packet Company, Ltd., and of Vickers-Armstrongs, Ltd., and a number of notable people in the Isle of Man and Barrow. Prominent among them were the Lieut.-Governor of the Isle of Man (Sir Claude H. A. Hill, K.C.S.I., C.I.E.) and Lady Hill; Commander C. W. Craven, R.N. (General Manager), Mr. G. G. Sim (Vice-Chairman), Mr. G. W. Barr (Shipbuilding Director at Barrow), Mr. J. Callender (Engineering Director at Barrow), Mr. W. Pritchard (Commercial Director at Barrow), and Mr. R. G. Hinds (Works Secretary at Barrow), representing Messrs. Vickers-Armstrongs; Messrs. C. T. W. Hughes-Games (Chairman), W. H. Kitto (Vice-Chairman), J. B. Waddington, A. H. Teare, W. H. Dodd, G. F. Clucas, Lieut.-Colonel E. G. Thin (Directors), W. G. Barwell (Manager), J. R. Kelly (Superintendent Engineer), J. Halsall (Marine Superintendent), Captain W. Cain (Commodore), Captain W. Gawne (designated for the command of the new steamer), Messrs. A. Hamilton (Consulting Engineer), W. M. Corkill (former Manager), W. Lewin (former Superintendent Engineer), and other representatives of the Isle of Man Steam Packet Co.; the Mayor of Douglas (Councillor W. Quirk), the Mayor of Barrow (Alderman J. Whinnerah), Mr. J. Bromley, M.P. for Barrow; with their ladies. The Duchess of Atholl, in breaking the ceremonial bottle upon the ship's side, pronounced the greeting, "Good luck to the 'Lady of Mann,' and to all who sail in her, for all time to come."

A luncheon followed, at which Mr. G. G. Sim, Vice-Chairman of Vickers-Armstrongs, presided in the unavoidable absence of the Chairman, Sir Herbert Lawrence. The speeches are herewith reproduced.

The Chairman : The ship that you have just seen launched is the sixth ship that we have built for the Isle of Man Steam Packet Company. Our first ship was the second "Ben-my-Chree," built in 1875, and was followed by the "Fenella" in 1881, the "Peveril" in 1884, "Mona's Queen" in 1885, the third "Ben-my-Chree" in 1908, and the present ship, the "Lady of Mann." The best I can wish to the Isle of Man Company is that the "Lady of Mann" will turn out as relatively successful as her predecessors which were built in this yard, and that she may be a source of profit to her owners and a pleasure to those who take their holidays in the Island. I can assure Mr. Hughes-Games that we are very proud of our connection with his Company, and we value very highly the important reconditioning work that they have regularly placed with us in the annual requirements of their fleet. In wishing success to the ship and to her owners, I ask you to drink to their good fortune, coupled with the name of their Chairman.

Mr. Hughes-Games : I must express our best thanks to your Grace for doing us the great honour of performing the launching ceremony of our ship to-day. I ask you to accept this casket, with what it contains, as a memento of what to us will remain as a very memorable occasion. This year we celebrate the centenary of the formation of our Company, and it is being especially marked by the great honour conferred upon us by having your Grace to perform the launching ceremony. We have been further honoured by having with us His Excellency the Governor of the Isle of Man and Lady Hill. I believe this is an occurrence which is quite unique. I fancy I am right in saying that this is the first time that a Governor of the Island has witnessed the launch of one of our vessels. I feel that I should say a word with regard to the name chosen for the ship we have launched to-day—the "Lady of Mann." It was not chosen merely for the sake of euphony, but is of real significance. In days gone by, the Duchess of Atholl was also Lady of Mann, and I can assure you, your Grace, that though the title has lapsed, you will remain in the regard and sentiment of the Manx people as our Lady of Mann. The time came when my Lord Duke was induced—I shall not say compelled—under pressure from the British Government to part with his sovereign and manorial interests in the Island. This pressure was exerted in consequence of certain activities of the islanders in relation to matters of excise. These activities were regarded by them as in no way nefarious, but on the contrary quite meritorious, and though very profitable to them, led to a considerable loss to the revenue. I believe I am right in saying

that the Government saved an amount at least equal to the whole purchase money of the Island in the first year after they had acquired the ownership of it. Our Company has had a very long and very pleasing acquaintanceship with the world-famous firm of Messrs. Vickers-Armstrongs. This acquaintanceship dates back to at least 55 years ago, when our "Ben-my-Chree" the second was built here. Many present will remember her, with her remarkable feature of four funnels, two of them having been fitted for the purpose of obtaining more draught for the furnaces some time after she had been brought into commission. The alteration was, I believe, made to the design of the then superintendent engineer, Mr. William Lewin, who is, I am glad to say, in this room with us to-day. Since 1875 the firm have built for us five ships, amongst them, constructed in 1908, the "Ben-my-Chree" the third, which was the fastest cross-channel steamer of her day. Whilst in our service she did the passage between Liverpool and Douglas at an average speed of over 24 knots. This ship, of which we were very proud, was lost off the coast of Asia Minor, having been destroyed by a concealed Turkish battery when performing most useful service during the war as a seaplane carrier. In relation to her speed it may interest you to know that when carrying the seaplanes which located and led to the sinking of the "Konigsberg," she made an average speed of 22 knots on the voyage out to East Africa. She was a great ship in every way, and we were much grieved to lose her. In addition to the ships directly built for us, we also acquired by purchase at least three others, which were constructed in this yard. Since the war, we have had about six ships reconditioned or internally reconstructed here, and for very many years the firm has executed for us important repair and overhaul work during the periods in which our steamers have been laid up at this port for the winter. The "Lady of Mann," which we have just seen launched, has been wonderfully quickly constructed. The order for her was placed on the 3rd July last, her keel was laid on the 19th October, the framing was completed on the 21st December, and her plating on the 27th January. She will be ready for delivery and being put into commission on the 20th June. The greatest possible credit is due, therefore, both to the organisation of your firm, sir, and to the skill and industry of the men employed on the work. I feel quite sure that our new ship, besides having the largest passenger-carrying capacity, will be the finest ship we have ever possessed. In addition to the work which has been done for us here, I ought to mention that one of our most useful and best known steamers, the "Viking," was built for us at Newcastle by Sir W. G. Armstrong, Whitworth & Co., a firm

now amalgamated with this. She has been in our service since 1905, except when on war service, and has in the intervening period been employed almost entirely on the Fleetwood station. She is a very fast ship, having equalled 24 knots on the channel passage, and has carried an immense number of passengers. I should like to congratulate your firm, sir, on having recently obtained the very important order for the construction of two P. & O. boats. These vessels will, I understand, be the last word so far as transport between home ports and Australia and the Far East is concerned. I sincerely hope that these orders will lead to a long and enduring relationship between yourselves and the great company from which you obtained them. I now have to propose the toast of Messrs. Vickers-Armstrongs, and at the same time to wish them all prosperity in the future. I feel that you will agree with me that they deserve this. Their services to the nation during the war, which can never be forgotten, necessarily led to an expansion which, I fear, resulted in some difficulty and embarrassment to them which we all fervently hope will be completely overcome.

Sir Claude Hill : It is my most extraordinary good fortune to be here to express on behalf of the Manx people our gratification at the service which Her Grace the Duchess of Atholl has done in coming to launch for us the "Lady of Mann." This is not the first occasion on which I have had the privilege of thanking Her Grace for an act done on behalf of the Isle of Man. She was good enough to come over a little while ago and spend a few days on the Island—her Island—and I should like to assure her now and here that to all intents and purposes she is our "Lady of Mann." I believe it is on record that a certain lady predecessor of hers launched a thousand ships, but Helen of Troy had a somewhat different purpose. Our "Lady of Mann" has launched this ship in order, I hope, and I am quite sure that every Manxman echoes the hope, to shorten the journey for herself to come and visit us again. It is in that hope, I am sure, that we shall all feel she has done us the best possible service, because not only by her own personal charm has she shown when she was with us that she has every sympathy with all our interests in the Island, but she on that occasion performed a very signal service to us, and in her speeches she imported ideas which are going, I hope, not only in the realm of public education, but also in the realm of public health, to bring fruit to us before very long. We in the Isle of Man do not regard it as an indiscretion to convey the fact that we fell in love at first sight, and we shall continue to be constant, and we do realise that the Duchess, in coming here



LAUNCH OF
"LADY OF MANN"

MARCH 4TH 1930

to perform this ceremony, has been guilty of a great sacrifice. She never spares herself; she devotes herself to every department of the public weal, and I think we all realise that in coming here and sparing us a little of her time to launch this ship, she has made a very great gesture of the sincere regard with which she looks at her ancient possession, and her continuing possession, of the Isle of Man. For myself, since reference was made to the fact by Mr. Hughes-Games that I had come over here for this launch, I want to say what a very great pleasure it has been, and also a very great instruction. It has been to me very informing to have the privilege of going round the works here, and to see not only how industry, if directed and guided, as it is apparently here, is determined to make a recovery, but to learn that that

can be done along with the great purpose of maintaining a lead in the matter of reconstruction. One feels it in the atmosphere here that there can be that co-operation between labour and capital which I think we are beginning to realise is the one aim and object to which we should all bend our energy. I want to give expression on behalf of the Manx people to our appreciation of what Vickers-Armstrongs have done for the Island, through the Isle of Man Steam Packet Company, and also to say how delighted and proud I am to have the privilege of proposing a vote of thanks to Her Grace for so very kindly coming to perform this ceremony.

The Duchess of Atholl, who received an immense ovation, said : May I first say how very grieved my husband was at not being able to be with us to-day. I know how very much he looked forward to coming here and renewing acquaintance with some of the leading citizens in the Island, whose acquaintance he had the pleasure of making some years ago, and of hearing more about the Island, which has always been a subject of great interest to him and his family. Then I have to attempt to thank you, Mr. Sim, and you, Mr. Hughes-Games, for the magnificent presents you have given to me, and to thank you, your Excellency, for the much too kind words in which you proposed my health. These gifts will be constantly with me, or at any rate will be constantly worn, and they will ever be most precious mementos of this visit and of the very kind people who gave them. We have assisted to-day at the launching of a ship, and I do not suppose that even those of us who most often see such a ceremony ever see it without a thrill at the beauty of seeing the ship glide off in that wonderfully easy and stately way and take the water as she did to-day. I have had the pleasure this morning of paying a short visit to the works of Messrs. Vickers-Armstrongs, and have come away from them, as I always have done from a visit to any great constructional works, feeling what a marvellous display they are of the power of Man, of Man's inventive genius and organising ability, and of all that labour, skilled and unskilled, contributes to whatever the work may be in hand, and last, but not least, what those do who contribute the capital necessary to finance the enterprise. I feel that more than ever to-day when I realise that the work I saw going on in your yards was the result of a great scheme of re-organisation, the re-organisation of two great firms which, like other firms, had to expand their output enormously to meet the stress of the war. I feel more than ever what a boon work of that kind is to the community, in particular to those to whom it offers employment, and to the community at large. It



"LADY OF MANN"
1ST CLASS LOUNGE

was a particular interest to me to visit the works at Barrow, because I am led to believe on good historical authority that it was with ships from this district, in the early days after the Union between England and Scotland, that is to say, more than 200 years ago, that Glasgow first began to build up the trade with the Colonies across the Atlantic that in a short time transformed her from a little town of 15,000 souls, as she was at the time of the Union, to the great manufacturing and industrial port that she has so long been. I have been interested to learn from Mr. Hughes-Games that the Isle of Man Steam Packet Company owed its inception to the enterprise of a group of men in the Isle of Man, who, feeling no doubt that the Island was cut off from that "other island" your Excellency has just referred to, felt it might be an advantage to the two to be a little more closely united, and from that recognition sprang what is, I am told, the

earliest steamship company carrying mails within British waters, and one of the very first fleets of ships actually driven by steam. The Isle of Man may have been cut off from the larger island, but at any rate they were abreast of the times, if not partly ahead. It is not for me to enlarge on what the formation of this Company must have meant to the Island, but I can form some picture in my own mind of what it must have meant when I compare the pictures of Castle Mona that I have known during the last thirty years, a large country house standing at the foot of beautiful wooded cliffs, and within an easy run down to the beach, and the same Castle Mona as it is now, in the midst of a thriving seaside town. To-day we all can realise, I think, the value of recreation and change for those who toil most of the year in our great industrial centres. I always feel very strongly how many different rôles there are in life to play, how we all live by performing service of infinitely different kinds, and it seems to be no mean service for any part of our country to-day to play the part of providing healthful recreation and change for those who live in our crowded industrial towns. I can imagine hardly any greater change within the bounds of the British Isles than to go from an industrial town to that little island, which has not only beautiful rural scenery and beautiful seaside scenery, but also has a very distinctive character and atmosphere of its own, because no one, I think, can land on the Island without being conscious of how much historical background it has, whose outlines have not got blurred, but still stand out sharp and clear in its wealth of Celtic and Norse remains, and its magnificent mediæval castles. I have lived for many years with old pictures of Castle Rushen and Peel Castle, but I was not prepared either for the grandeur of Castle Rushen or for the wonderful romance and charm of Peel, and the little fishing town at its feet. I can well understand how year after year the unique charm and character of the Island draw to it thousands of visitors from the North of England, and I hope that the "Lady of Mann," which we have launched to-day, is going to pull her full weight in bringing pleasure- and health-lovers to the Island. You, Mr. Hughes-Games, have referred to the pressure exercised upon the Duke of Atholl by the Government of the day to renounce his claims to the Isle of Man. I think that it is perhaps only fair to him to say that if any Government were to exercise pressure on any Duke of Atholl in that matter, they certainly chose the one who stood at most disadvantage, because they chose to put pressure on a young man who had just succeeded to the title, whose father had been "out in the '45" for Prince Charlie, and it must have been a very difficult thing for the son of a man who died in exile for his share



"LADY OF MANN"
1ST CLASS TEA ROOM

in the Jacobite rebellion to make any effective resistance to the pressure that the Government of the day might put upon him. I believe, and I appreciate it very much, that your Company had the idea at one time of calling your ship after me. Another shipping company has been kind enough to call a ship after me, and although it is an honour I tremendously appreciate, it does at times give rise to misconception. I have been told from time to time that friends and relatives have been rather concerned to hear that "so-and-so is going off with the Duchess of Atholl." The "Lady of Mann" not only seems to me a very beautiful and euphonious title, but it is an historical title, and it was very interesting to me to see an historical document which the Speaker of the House of Keys showed me, and gave me a copy of, in the Isle of Man the other day. It recorded that a certain Duchess of Atholl was Lady of Mann in her own right, and therefore her husband had to swear fealty to her, and the fact that to-day there

is a Lady of Mann in existence encourages me to hope, however faintly, that I may be able to bring to a like position the gentleman who is a descendant of that Lady of Mann and her husband. At any rate, sir, the action you have taken in naming the ship in this way gives me an opportunity of bringing this historical fact to his notice, which I shall not fail to do when I return home. I cannot say how greatly I enjoyed the visit I paid to the Isle of Man the other day, nor how I appreciated the kindness of your Excellency, Lady Hill, and those with whom you brought me in contact. I shall always follow the fortunes of the Isle of Man with very great interest, and be only too glad if at any time there is any little service I can render to its people, and I hope that perhaps I may some day be able to find my way there in the ship I have been so proud to launch to-day.

Commander Craven : Realising the anxiety the Duke would have for his wife amid the strange people into whose hands she had fallen until the ship had been launched, I sent him a telegram to say that the Duchess had very skilfully carried out her duties and was in safe keeping. I have just received the following reply : " Nothing now remains but to man the ship and return the lady. Good luck all round. Very sorry not to be with you. —Mann." I am very grateful for everything that has been said, and I assure you I speak on behalf of my local Directors, my staff, and every workman who has been engaged in the construction of this ship. Things are going well in this ship's construction, ladies and gentlemen, and they are going well because the goodwill between the owners and the builders is in every way satisfactory, and that is very largely due to our old friends Mr. Kelly and Mr. Halsall, who are with us to-day. The Chairman of your Company mentioned the great war expansion to which we here in Barrow had been put, when at one time we were employing 36,000 men and women. Well, we passed through our time of depression some seven or eight years ago, and had just got going nicely when we were faced with the fusion with Armstrong, Whitworth & Co. Mr. Sim and I had a good deal to do with the carrying out of the Board's policy in connection with that fusion, and as it has been mentioned to-day by Mr. Hughes-Games, I would like to publicly pay a tribute to the old servants of Armstrong, Whitworth & Co., who so loyally collaborated with us in carrying out what I am proud to believe is one of the greatest examples of direct rationalisation that has been done in this country, and similarly to my own staff at Barrow. You see us here, ladies and gentlemen, fairly busily employed with something like 12,000 people at work. But at the Newcastle side, things are not as

they should be. We have the greatest yard in the country empty, and we are only employing 5,000 men where we can quite economically employ double that number. However, the Board of this Company are doing everything they possibly can to support their executive officers in trying to expand. Mr. Hughes-Games referred to the P. & O. contract. We are very proud indeed to have secured that work, giving employment, as it does, to something like an average of 2,500 men for a couple of years. On behalf of every soul in the works, I thank the Duchess very sincerely for her encouraging presence here to-day, and for the very graceful way in which she has carried out her duties.

Two gifts were made to the Duchess of Atholl during the lunch which has just been described. One was presented by the Vickers-Armstrong company, and consisted of a diamond bracelet enclosed in an ivory case bearing an appropriate inscription. The other gift, presented by the Isle of Man Steam Packet Company, was a diamond and pearl pendant enclosed in a gold jewel casket. On the casket, the arms of the House of Atholl appear on the centre of the cover, in repoussé. In enamel, inside the ribbon of her D.B.E. order, the badge of the Order is contained on the cartouche above the clasp on the front of the cover, and the Isle of Man Steam Packet Company's badge is shown on the centre front. A noteworthy feature is the representation of Neptune commanding the sea to be calm while Amphitrite launches her ship. Two panels are shown on the front with views in repoussé of the Company's first steamer, "Mona's Isle" (1830), and their new steamer, "Lady of Mann" (1930), in correct scale of dimensions. The casket rests on four dolphin feet, has four mermaid supporters at the corners, and two jewels on the cover. The pendant represents the ancient emblem long associated with the Isle of Man—the Viking ship. A representation of the later Manx national emblem, the Three Legs, depends from the hull of the Viking ship. The diamonds are intended to suggest the ship's lights. The whole has been constructed on platinum and includes a platinum and pearl neck chain.

A P P E N D I X C.
STEAMERS NOT NOW IN EXISTENCE.

Name of Steamer	Date of Launch	Length Overall	Length B.P.	Beam Feet	Depth Feet	Gross Tonnage	Indicated H.P.	Type	Name of Builder	Date of Disposal
"Mona's Isle" (I) ..	1830	—	116'	19'	10'	200	—	Paddle	(a) John Wood & Co. }	1851
"Mona" (I) ..	1832	—	98'	17'	9' 6"	150	—	do.	(b) Robert Napier }	1841
"Queen of the Isle" ..	1834	—	128'	21' 6"	—	350	—	do.	Robert Napier	1845
"King Orry" (I) ..	1842	—	140'	—	—	433	—	do.	(a) J. Winram }	1858
									(b) R. Napier }	
"Ben-my-Chree" (I) ..	1845	—	165'	—	—	399	—	do.	R. Napier	1860
"Tynwald" (I) ..	1846	—	188'	27'	13' 6"	700	—	do.	R. Napier	1866
"Mona's Queen" (I)	1852	—	186'	—	—	600	—	do.	J. & G. Thomson	1880
"Douglas" (I) ..	1858	—	205'	26'	14'	700	—	do.	R. Napier	1862
"Mona's Isle" (II) ..	1860	207'	198' 6"	22' 2"	10' 7"	380	600	Paddle afterwards Twin-screw Reciprocating	Tod & McGregor	Lost 1909
"Ellan Vannin"										
"Snaefell" (I) ..	1863	—	236'	26'	—	700	—	Paddle	Caird & Co.	1875
"Douglas" (II) ..	1864	—	227'	26'	14'	709	1,400	do.	Caird & Co.	1888
"Tynwald" (II) ..	1866	—	240'	26'	14'	700	—	do.	Caird & Co.	1888
"King Orry" (II) ..	1871	298'	290' 2"	29' 4"	14' 7"	1,104	4,000	do.	R. Duncan & Co.	1912
"Ben-my-Chree" (II)	1875	318'	310'	31'	13'	1,192	2,300	do.	Barrow Shipbuilding Co.	1906
"Snaefell" (II) ..	1876	259' 6"	251' 3"	29' 3"	14' 1"	849	1,700	do.	Caird & Co.	1904
"Mona" (II) ..	1878	207'	200'	26'	13' 3"	526	—	Single-screw Reciprocating	Laird & Co.	Lost 1884
"Fenella" ..	1881	207'	200'	26'	13'	564	1,200	Twin-screw Reciprocating	Barrow S.B. Co.	1929

(a) Hull.

(b) Engines and Boilers.

A P P E N D I X C.
STEAMERS NOT NOW IN EXISTENCE.

Name of Steamer	Date of Launch	Length Overall	Length B.P.	Beam Feet	Depth Feet	Gross Tonnage	Indicated H.P.	Type	Name of Builder	Date of Disposal
" Mona's Isle " (III) ..	1882	338'	330' 7"	38' 1"	15' 1"	1,564	4,500	Paddle	Caird & Co. (sold to the Admiralty)	1915
" Peveril " (I) ..	1884	215'	207' 6"	23'	13'	561	1,200	Twin-screw Reciprocating	Barrow S.B. Co.	Lost 1899
" Mona's Queen " (II)	1885	328'	320' 1"	38' 3"	14' 5"	1,559	5,000	Paddle	Barrow S.B. Co.	1929
" Queen Victoria " ..	1887	341' 6"	330' 6"	39' 1"	15' 2"	1,547	6,500	do.	Purchased in 1888 from I.O.M. L'pool & Mch. S.S. Co., Ltd. (sold to the Admiralty)	1915
" Prince of Wales " ..	1887	341' 6"	330' 6"	39' 1"	15' 2"	1,547	6,500	do.	ditto (sold to the Admiralty)	1915
" Empress Queen " ..	1897	372'	360' 1"	42' 3"	17'	1,995	10,000	do.	Fairfield S.B. & E. Co. (lost on war service)	1916
" Douglas " (III) ..	1889	249'	240'	30'	15' 2"	774	2,000	Single-screw Reciprocating	Purchased in 1901 from L. & S.W. Rly. Co.	Lost 1923
" Mona " (III) ..	1889	336'	324' 5"	35' 9"	13' 5"	1,212	5,400	Paddle	Purchased in 1903 from L'pool & Douglas Steamers Ltd.	1909
" Ben-my-Chree " (III)	1908	389'	375'	46'	18' 6"	2,550	14,000	Triple-screw Turbine	Vickers Sons & Maxim (lost in war)	1917
" Snaefell " (III) ..	1910	282'	270'	41' 4"	16' 6"	1,368	5,300	Twin-screw Reciprocating	Cammell Laird & Co. (lost in war)	1918
" The Ramsey " ..	1895	320'	310'	37' 1"	16' 4"	1,621	4,000	Twin-screw Reciprocating	Purchased in 1912 from the Turkish Patriotic Committee (lost in war)	1915

APPENDIX C.—PRESENT FLEET.

Name of Steamer	Date of Launch	Length Overall	Length B.P.	Beam Feet	Depth Feet	Gross Tonnage	Indicated H.P.	Type	Name of Builder
"Tynwald" (III) ..	1891	276'	265'	34'	14'	937	3,800	Twin-screw Reciprocating	Fairfield S. B. & Engineering Co.
"Viking" ..	1905	361'	350'	42'	17' 3"	1,957	10,000	Triple-screw Turbine	Armstrong, Whitworth & Co., Ltd.
"Tyrconnel" (c) ..	1892	135'	130'	22'	10' 2"	276	450	Single-screw Reciprocating	Purchased in 1911 from the Manx Steam Trading Co., Ltd.
"Peel Castle" ..	1894	321'	310' 2"	37'	16'	1,474	4,100	Twin-screw Reciprocating	Purchased in 1912 from the Turkish Patriotic Committee
"King Orry" (III) ..	1913	313'	300'	43'	16' 11 1/2"	1,877	9,400	Twin-screw Geared Turbine	Cammell Laird & Co. Ltd.
"Mona" (IV) ..	1907	268'	260' 8"	36' 1"	16'	1,241	3,100	Twin-screw Reciprocating	Purchased in 1919 from Laird Line Ltd.
"Manxman" ..	1904	341'	330'	43'	18'	2,030	10,000	Triple-screw Turbine	Purchased in 1920 from the Admiralty
"Mona's Isle" (IV) ..	1905	318'	311' 2"	40' 1"	16' 6"	1,688	7,500	Triple-screw Turbine	Purchased in 1920 from the S.E. & C. Railway
"Snaefell" (IV) ..	1906	325' 6"	315'	39' 6"	16' 6"	1,713	9,000	Triple-screw Turbine	Purchased in 1920 from G. & J. Burns, Ltd.
"Cushag" (c) ..	1908	130'	125'	22' 1"	9' 2"	223	350	Single-screw Reciprocating	Purchased in 1920 from Humber Steam Coasters
"Manx Maid" ..	1910	298'	284' 6"	39' 1"	15' 8"	1,512	6,500	Triple-screw Turbine	Purchased in 1924 from L. & S.W. Rly. Co.
"Ben-my-Chree" (IV)	1927	366'	355'	46'	18' 6"	2,586	12,400	Twin-screw Geared Turbine	Cammell Laird & Co. Ltd.
"Victoria" ..	1907	322'	311'	40' 1"	16' 6"	1,658	7,500	Triple-screw Turbine	Purchased in 1928 from the Southern Railway
"Ramsey Town" ..	1904	340'	330' 9"	42' 2"	17' 2"	2,083	7,500	Twin-screw Reciprocating	Purchased in 1928 from the L.M. & S. Railway
"Rushen Castle" ..	1898	321'	315'	37' 1"	16' 6"	1,724	4,000	Twin-screw Reciprocating	Purchased in 1928 from the L.M. & S. Railway
"Peveril" (II) (c) ..	1929	213'	205'	34' 6"	16'	798	1,200	Single-screw Reciprocating	Cammell Laird & Co. Ltd.
"Lady of Mann" ..	1930	371'	360'	50'	18' 6"	3,104	12,700	Twin-screw Geared Turbine	Vickers-Armstrongs Ltd.

(c) Cargo Steamer.

